



L-10

L-10

G 831



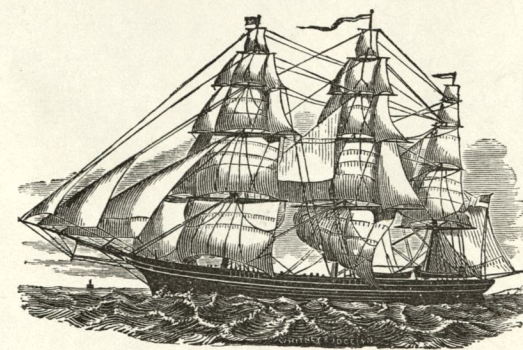
# LOG BOOK.

VOYAGES OF THE

*Ship Scotia*

COMMANDED BY

*Capt Oliver*





# LOG BOOK

VOYAGES OF THE

COMMANDED BY

11-7  
12-1  
24  
12  
1

From

In Port of

towards

New Orleans

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway	Remarks,	day of	18
1	June	8		N. W.		Fine clear weather and very hot - Ice men discharging sawdust - got between decks clean and - commenced to take cotton on board Draft of Ship 11-7 Forward - 12-7 Aft rec'd 1462 Bales cotton and 1720 Ex pipe stores -		
2								
3								
4								
5								
6								
7								
8								
9	June	9		N. W.		Fine clear weather and very hot - 4 gangs at work in ship finished discharging sawdust rec'd 13.20 - Oak stores and 15 Bales cotton - put in Star port and couked it - Boy Dan watching cotton on the wharf -		
10								
11								
12								
1								
2								
3								
4								
5	June	10		S E		Throughout this day heavy showers and squally. 6 gangs cotton running at work in ship rec'd 125 bales - railroad cotton Boy Dan watching cotton for the ship put in Port port rec'd 8 bales later this day and cloudy and wet -		
6								
7								
8								
9								
10								
11								
12								

Course. Distance. Diff. of Lat. Departure. Lat. by D. R. Lat. by Ob. Variation. Diff. of Lon. Lon. in. Lon. by Ob.

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway	Remarks,	day of	18
1	June	11		S W		Partly cloudy with light showers 6 gangs men at work in ship rec'd 98 bales cotton and 360 Oak stores by Dan on ship duty sent down mig Tippahit - Took stay to repair		
2								
3								
4								
5								
6								
7								
8								
9	June	12		S W		Hot and showery 8 gangs men at work in ship rec'd 480 oak stores and 75 bales cotton pumped ship 4 min -		
10								
11								
12								
1	June	13		Bof		Partly clear and showery - very hot and oppressive atmosphere		
2								
3								
4								
5	June	14		S W		Fine clear weather and very hot rec'd 170 Bales cotton 8 gangs men at work in ship day ends fine and cooling -		
6								
7								
8								
9	June	15				Fine clear weather rec'd 181 bales cotton 8 gangs men at work in ship		
10								
11								
12								

Course. Distance. Diff. of Lat. Departure. Lat. by D. R. Lat. by Ob. Variation. Diff. of Lon. Lon. in. Lon. by Ob.



From In Port of towards New Orleans

H.	K.	1/2 K.	Courses.	Winds.	Leeway.	Remarks,	day of	18
1	June	16		W		Fine clear weather and reef at 7 Gongs 3/4 day at work in ship used no cotton and here no cotton on the wharf one day come to work today - - -		
2								
3								
4								
5								
6								
7	June	17		W		Fine clear weather and strong westerly wind used no cotton men employed filling water		
8								
9								
10								
11	June	18		West		Fine clear weather employed filling water and sundry jobs		
12								
1								
2	June	19		North		Fine and clear used 100 Bales cotton from Morgan & Co crew employed filling water &c		
3								
4								
5								
6	June	20		North		Throughout this day partly cloudy weather and frequent showers - cool and light breeze		
7								
8								
9								
10	June	21		North		Strong breeze and partly cloudy 4 Gongs 1/2 day at work in ship used no cotton - - -		
11								
12								

Course. Distance. Diff. of Lat. Departure. Lat. by D. R. Lat. by Ob. Variation. Diff. of Lon. Lon. in. Lon. by Ob.

H.	K.	1/2 K.	Courses.	Winds.	Leeway.	Remarks,	day of	18
1	June	22		N		Throughout this day showery and strong winds used 80 Bales cotton from Morgan Railroad - - -		
2								
3								
4								
5								
6	June	23		S.W.		Fine clear and hot used no cotton second morning of duty today - - -		
7								
8								
9								
10	June	24				Strong breeze and squally weather with frequent showers		
11								
12								
1	June	25		Var		Strong var winds and heavy showers throughout - - -		
2								
3								
4	June	26		Var		Fine and clear used 382 bales cotton second morning despatched		
5								
6	June	27		S.W.		Strong breeze hot and showery		
7								
8								
9	June	28		Var		Throughout this day hot and frequent showers used 84 Bales cotton - - -		
10								
11								
12								

Course. Distance. Diff. of Lat. Departure. Lat. by D. R. Lat. by Ob. Variation. Diff. of Lon. Lon. in. Lon. by Ob.

From In Port of towards New Orleans

H.	K.	1/2 K.	Courses.	Winds.	Leeway.	Remarks,	day of	18
1	June	29		Var		Throughout this day partly clear weather with frequent showers used 50 Bales cotton 2 Gongs men at work in ship		
2								
3								
4								
5								
6								
7	June	30		Var		This day commences partly cloudy with light showers second mate come to work used 40 Bales cotton from Morgan Railroad second mate and two boys employed at odd jobs - - - Grew Horkans come to work as steward - - -		
8								
9								
10								
11								
12								
1								
2								
3	July	1 <sup>st</sup>		Var		This day commences hot and fine P.M. frequent showers and very hot employed working		
4								
5								
6								
7	July	2		Var		Fine clear weather and hot used 111 Bales cotton and 5280 Bushels corn in corks		
8								
9								
10	July	3		Calms		Fine and clear used 31 Bales cotton crew employed working		
11								
12								

Course. Distance. Diff. of Lat. Departure. Lat. by D. R. Lat. by Ob. Variation. Diff. of Lon. Lon. in. Lon. by Ob.

H.	K.	1/2 K.	Courses.	Winds.	Leeway.	Remarks,	day of	18
1	July	4		L. Var		Fine clear weather and very hot observed this day in north ways - - -		
2								
3								
4								
5	July	5		S.W.		Fine clear and very hot corpsmen come to work this day used 93 bales cotton - - -		
6								
7								
8								

New Orleans July 7<sup>th</sup> 1880. clear and very hot second  
despatched here got another  
Have this day our cargo all in his place commenced  
on board and stored - have 4073 Bales used 131 bales all  
bales cotton 5280 bus corn 4440 oak and clear here finished  
stores - Draft of Ship 19.02 forward total cargo 9673 bales  
19-05 Aft Ship hang list to Port. 55280 bushels corn  
Clear L. Carr

8						clear and very hot and took tow boat (Keyser and left Perry at 4 P.M. and found through the night 6:30 a.m. took Pilot - and crossed the bar and sail and stood to the S. & E Fine clear and hot this day		
9								
10								
11								
12								

Course. Distance. Diff. of Lat. Departure. Lat. by D. R. Lat. by Ob. Variation. Diff. of Lon. Lon. in. Lon. by Ob.



From *New Orleans* towards *Barre France*  
Friday 9 day of July 1880

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks.
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
1						
2						
3						
4						
5						
6						
7						
8						
9	3		S by E	SS E	None	Took my dept from South for
10	3		"	"	"	Eight inches fore a 9 am NW
11	3		"	"	"	dist 8 miles Ship makes no water
12	3		"	"	"	and pumps strictly attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
S 6 E	8 miles	0-14	3-6	28-45	28-48	S 1/2	0-5	89-12	no obs

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks.
1	2		S 1/2 E	E by S	None	Throughout these 24 hours
2	2		"	"	"	light fog and occasional
3	2		"	"	"	light rain
4	2		"	"	"	
5	2		"	"	"	Crew employed variously
6	2		"	"	"	
7	2		"	"	"	
8	2		South	Nor	"	Carpenter caulking and fixing
9	2		"	"	"	pumps
10	2		"	"	"	
11	2		"	"	"	
12	2		"	"	"	
1	2		S 1/2 W	E 1/2	"	
2	2		"	"	"	
3	2		"	"	"	
4	2		"	"	"	
5	2		East	"	"	Ship makes no water pumps
6	2		"	"	"	strictly attended to
7	2		"	"	"	
8	3		"	"	"	
9	2		"	"	"	
10	"		"	"	"	
11	"		"	"	"	
12	1		"	"	"	This day ends fine and clear

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
S 45 E	38	0-26	27-7	28-19	28-18	S 1/4	0-37	88-45	no obs

From *New Orleans* towards *Barre France*  
Sun 11 day of July 1880

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks.
1	0			Calm	None	Fine clear weather with light off
2	0			"	"	winds
3	0			"	"	
4	0			"	"	
5	1		WSW	SE	"	Crew employed variously
6	1		"	"	"	
7	0		"	"	"	
8	2		South	"	"	Had a current this 24 hours
9	1		"	"	"	SE 1/2 15 miles
10	2		E 1/2 E	"	"	
11	2		"	"	"	
12	2		"	"	"	Ship makes no water pump
1	2		East	South	"	carefully attended
2	2		"	"	"	
3	2		"	"	"	
4	2		S 1/2 E	E 1/2 E	"	
5	2		"	"	"	
6	1		"	"	"	
7	1		"	"	"	
8	0		"	"	"	This day ends fine with
9	0		"	"	"	light winds
10	0		"	"	"	
11	0		"	"	"	
12	0		"	"	"	

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
S 68 E	30	0-11	28-0	28-07	28-08	S 1/2 E	0-32	88-13	no obs

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks.
1	1		S 1/2 E	E 1/2 E	None	Fine clear weather throughout
2	1		"	"	"	and very hot
3	2		"	"	"	
4	2		"	"	"	Had a current S 1/2 W 48 miles
5	1		"	"	"	
6	2		"	"	"	
7	1		S 1/2 E	SE	"	Crew employed outside
8	1		"	"	"	and sail making
9	1		S 1/2 W	"	"	
10	1		"	"	"	
11	0		"	"	"	
12	0		"	"	"	
1	1		"	"	"	
2	1		"	Calm	"	
3	0		"	"	"	
4	0		"	"	"	
5	0		"	"	"	This day ends fine clear
6	0		"	"	"	and hot with light NE
7	0		"	"	"	winds
8	0		"	"	"	
9	0		"	"	"	
10	0		"	"	"	
11	3		E 1/2 E	NE	"	Bilge and main pumps
12	3		"	"	"	carefully attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
S 68 W	52	2-9	42	27-38	27-38	S 30 E	0-42	88-55	



From *New Orleans* towards *Harre France*

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,
1	2		S E by S	Bof	none	First part of this day fine
2	1		"	"	"	and clear
3	2		"	"	"	
4	1		"	"	"	13 AM calm and cloudy
5	2		E by N	"	"	
6	2		"	"	"	
7	1		"	"	"	2 AM light bof mists with
8	1		"	"	"	light rain fresh breeze and
9	0		calm	calm	"	miz royals
10	0		"	"	"	
11	0		"	"	"	4 .. Weather do
12	0		"	"	"	
1	1		E S E	West	"	6 .. Set fore and miz royals
2	3		"	"	"	rather fine and pretty
3	4		"	"	"	clear
4	4		"	"	"	
5	3		"	"	"	10 to 12 Heavy squalls with
6	3		"	"	"	heavy rain pumps carefully
7	4		"	S W	"	attended
8	4		"	"	"	
9	4		"	"	"	
10	4		"	"	"	This day ends cloudy and
11	4		"	Baf	"	clouds crew employed empty
12	4		"	"	"	and burning pots

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
S 65 E	0.50	0-18	36-05	27-20	10 00	6-30 E	0-418	88-14	No Obs

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,
1	3		E S E	South	none	Yine clear matter throughout
2	3		"	"	"	with light sea mists
3	3		"	"	"	
4	2		"	"	"	
5	3		"	"	"	
6	3		"	"	"	10 PM Saw Steamer standing
7	2		"	"	"	to the southward
8	3		"	"	"	
9	1		"	"	"	
10	1		"	"	"	
11	1		"	"	"	Crew employed scraping and
12	1		"	"	"	various other jobs
1	2		E by S	W	"	
2	1		"	"	"	
3	3		E N E	"	"	
4	2		"	"	"	Bilge and main pumps
5	2		E by N	"	"	carefully attended
6	1		"	"	"	
7	2		East-	"	"	
8	1		"	"	"	
9	2		"	"	"	Have a current E 10 miles
10	1		"	"	"	this 24 hours
11	2		"	"	"	
12	1		"	"	"	This day ends fine with light
						breeze

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
S 78 E	50	0-20	52-6	26-52	No Obs	6-30	0-59	88-42	No Obs

From *New Orleans* towards *Harre France*

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,
1	2		S by W	E S E	None	Throughout these 24 hours light
2	3		"	"	"	bof winds and frequent showers
3	2		"	"	"	
4	3		"	"	"	
5	2		South	E by S	"	Crew employed scraping and
6	2		"	"	"	one man repairing stils -
7	4		N S W	South	"	Carpenter coaling.
8	4		"	"	"	
9	4		E by S	"	"	Have a current this 24 hours
10	3		"	"	"	E by N 12 miles.
11	2		"	"	"	
12	2		"	"	"	
1	2		N E by W	S E by E	"	
2	1		"	"	"	
3	1		"	"	"	This day ends fine with light
4	1		"	"	"	bof winds and hot and oppressive
5	1		"	"	"	atmosphere.
6	2		S by E	"	"	
7	2		"	"	"	
8	3		"	"	"	
9	3		"	"	"	
10	2		S 1/2 E	E S E	"	
11	2		"	"	"	
12	2		S N W	"	"	Bilge and main pumps carefully
						attended - ship makes no water

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
S 55 E	44	0-25	36-0	26-27	26-27	6-30 E	0-40	85-02	No Obs

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,
1	1		N S W	Baf	None	First part of this day heavy
2	1		"	"	"	showers
3	3		S E by E	N E	"	
4	2		"	"	"	2 PM to 8 PM fine and clear.
5	1		"	"	"	
6	1		"	"	"	8 to 12 Partly cloudy with
7	1		N E	calm	"	light breezes
8	2		S E by E	E N E	"	
9	2		"	"	"	12 to 4 Partly clear with light
10	2		"	"	"	bof winds
11	2		"	"	"	
12	2		"	"	"	Crew employed scraping outside
1	1		"	"	"	one man repairing sails -
2	1		"	"	"	
3	1		"	"	"	Have a current this 24 hours
4	1		"	"	"	N W 12 miles
5	2		"	"	"	
6	1		"	"	"	Ship makes no water
7	2		"	"	"	Bilge and main pumps
8	2		"	"	"	carefully attended -
9	2		E S E	N E	"	
10	3		"	"	"	
11	2		"	"	"	This day ends with light
12	3		"	"	"	breeze and cloudy motion

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
S 56 E	0-23	0-12	19-7	26-15	26-17	6-30 E	0-22	84-40	No Obs



From *New Orleans* towards *Harre France*

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,
1	4		S E by E N E	none		This day commences with light breeze and cloudy weather
2	4		"	"	"	
3	4		"	"	"	
4	4		"	"	"	
5	4		S E by S West	"	"	8 to 12 Partly cloudy with light breeze
6	4		"	"	"	
7	3		"	"	"	
8	3		"	"	"	12 to 4 Heavy squalls with heavy thunder and lightning and heavy rain
9	2		"	"	"	
10	3		"	"	"	
11	2		"	"	"	4 to 8 a m weather as
12	3		"	"	"	
1	3		"	"	"	Crew employed scraping and one man repairing sails
2	3		"	"	"	
3	4		"	"	"	
4	4		"	"	"	
5	4		S E by S	"	"	Carpenter at work outside
6	4		"	"	"	
7	3		"	"	"	
8	3		"	"	"	Have a current this 24 hours S E by S 48 miles - this day ends cloudy with light breeze -
9	3		SS E	"	"	Saw Steamer Stanang N.W.
10	2		"	"	"	
11	3		"	"	"	
12	3		"	"	"	Bilge and main pumps attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
S 37 E	123	1-37	72.03	24-42	24-40	6-30	0-80	83-20	N 60 W

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,
1	3		S. E.	N W	None	First day of this day clear weather throughout
2	3		"	"	"	
3	3		"	"	"	
4	3		"	"	"	First part of this day crew employed scraping and one man repairing sails
5	2		"	"	"	
6	2		"	"	"	
7	2		"	"	"	
8	2		"	"	"	
9	1		"	"	"	Have a current this 24 hours S W 18 miles
10	1		"	"	"	
11	0		Calm	Calm	"	
12	0		"	"	"	
1	0		"	"	"	
2	0		"	"	"	
3	0		"	"	"	Pumps carefully attended
4	0		"	"	"	
5	0		"	"	"	
6	0		"	"	"	
7	0		"	"	"	
8	0		"	"	"	
9	0		"	"	"	
10	0		"	"	"	This day ends fine and clear with no breeze
11	0		"	"	"	
12	0		"	"	"	

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
0-26	5-1	24-16	24-14	6-30	8-6	83-16	83-42		

From *New Orleans* towards *Harre France*

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,
1	1		S. E.	Bof	None	First part of this day fine and clear with light breeze
2	2		"	"	"	
3	2		"	"	"	
4	2		"	"	"	8 PM to 9 AM Calm - - -
5	4		"	"	"	
6	4		"	"	"	
7	4		"	"	"	Have a current this 24 hours N by W 6 miles
8	4		"	"	"	
9	1		"	North	"	
10	0		"	Calm	"	
11	0		"	"	"	PM Crew employed scraping outside one man repairing sails
12	0		"	"	"	
1	0		"	"	"	
2	0		"	"	"	
3	0		"	"	"	
4	0		"	"	"	This day ends fine clear and hot Carpenter at work outside
5	0		"	"	"	
6	0		"	"	"	
7	0		"	"	"	
8	0		"	"	"	
9	1		"	"	"	Ship makes no water bilge and main pumps carefully attended
10	1		"	"	"	
11	1		"	"	"	
12	1		"	"	"	

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
0-14	10-9	24-01	24-00	6-30	0-12 E	83-38	N 10 W		

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,
1	1		EN E	S. E.	None	First part of this day Clear with light breeze
2	1		"	"	"	
3	2		"	"	"	
4	1		S W	"	"	4 to 8 Calm
5	0		"	Calm	"	
6	0		"	"	"	8 to 12 Light air from S. E.
7	0		"	"	"	
8	1		"	S E	"	
9	2		"	"	"	12 to 4 a m Calm
10	1		"	"	"	
11	2		"	"	"	
12	1		"	"	"	4 to 12 am Light by air
1	2		"	"	"	
2	0		"	Calm	"	
3	0		"	"	"	Have a current this 24 hours N by W 5 miles
4	0		"	"	"	
5	0		"	"	"	
6	1		N E by N E S E	"	"	This day ends fine and clear Crew employed scraping one man at work on sails
7	2		"	"	"	
8	1		"	"	"	
9	1		"	"	"	
10	1		"	"	"	
11	0		"	Calm	"	
12	0		"	"	"	Pumps carefully attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 62 W	4	0-1	3-7	24-02	24-02	6-30	0-4 W	83-42	



From *New Orleans* towards *Havre France*

H.	K.	1/2 K.	Courses.	Winds.	Leeway.	Remarks, <i>Wed 21 day of July 1880</i>
1	1		North	Bof	None	This day commences with
2	2		"	"	"	fine clear weather and
3	1		"	"	"	light breeze
4	2		"	"	"	by midday
5	2		SE 1/2 E	E 1/2 NE	"	8 PM weather do
6	3		"	"	"	
7	2		"	"	"	
8	4		"	"	"	
9	4		"	"	"	
10	5		"	"	"	12 M Strong breeze and clear
11	4		"	"	"	
12	4		"	"	"	4 AM weather do tocked
1	4		"	"	"	Ship to the Northward
2	4		S 1/2 E	"	"	
3	4		"	"	"	
4	4		"	"	"	8 AM weather
5	3		N 1/2 E	B 1/2 S	"	Have a Ely S current 28 miles
6	3		"	"	"	
7	3		"	"	"	Crew employed scoping & O
8	3		N 1/2 E	"	"	Carpenter at work outside
9	2		"	"	"	
10	3		"	"	"	
11	3		"	"	"	
12	3		"	"	"	Pump carefully attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
S 82 E	72	0-10	70-5	23-52	23-52	630 E	0-17	82-25	No Ob

H.	K.	1/2 K.	Courses.	Winds.	Leeway.	Remarks, <i>Thu 22 day of July 1880</i>
1	4		S. Ely E	N 1/2 E	None	First part of this day
2	4		"	"	"	strong breeze and partly
3	3		"	"	"	clear weather
4	3		"	"	"	
5	4		Ely S 1/2 S	N 1/2 E	"	4 PM Tocked ship to the
6	4		"	"	"	Southward furled fore main
7	4		"	"	"	mizzen top gallant sails and
8	4		"	"	"	cross-jack
9	3		S 1/2 E	E 1/2 NE	"	
10	2		"	"	"	
11	3		"	"	"	12 M weather do
12	2		"	"	"	
1	2		"	"	"	4 am Tocked ship to the
2	2		"	"	"	North
3	2		"	"	"	
4	2		"	"	"	
5	2		N 1/2 E	E 1/2 S	"	6 am Set 3 top gallant sails
6	1		"	"	"	and crossjack crew employed
7	2		"	"	"	scoping and repairing sails
8	1		"	"	"	Carpenter at work outside
9	2		"	"	"	
10	2		"	"	"	This day ends fine and
11	2		"	"	"	partly clear with strong breeze
12	1		"	"	"	Bilge pumps carefully attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 87 E	110	0-10	97-2	23-49	23-49	4-30	1-47	80-38	No Ob

From *New Orleans* towards *Havre France*

H.	K.	1/2 K.	Courses.	Winds.	Leeway.	Remarks, <i>July day of 23 1880</i>
1	1		N 1/2 E	S 1/2 E	None	First part of this day fine
2	2		"	"	"	and clear with light breeze
3	1		"	"	"	
4	2		"	East	"	8 to 12 midnight heavy squalls
5	2		"	"	"	which caused the ship at times
6	2		N 1/2 E 1/2 S	"	"	to be nearly on her beam ends
7	1		"	"	"	making and shortening sail
8	2		S 1/2 E	S 1/2 W	"	as required
9	1		S 1/2 E 1/2 S	"	"	
10	1		"	"	"	12 to 4 am frequent squalls and
11	1		"	"	"	heavy rain - Saw several marks
12	1		"	"	"	standing to the Northward
1	1		S 1/2 E 1/2 S	B 1/2 S	"	
2	1		"	"	"	4 to 8 weather do
3	1		"	"	"	
4	2		N 1/2 E 1/2 S	E 1/2 S	"	8 to 12 M fine clear weather
5	2		"	"	"	with moderate breeze
6	2		"	"	"	
7	3		"	"	"	Crew employed scoping -
8	5		"	"	"	Have a current this 24 hours
9	5		"	"	"	N 1/2 E 48 miles - Carpenter at
10	5		"	"	"	work outside -
11	1		"	"	"	
12	6		"	"	"	Bilge pumps carefully attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 23 E	83	1-17	32-05	25-06	24-05	4-30 E	0-36 E	80-02	79-46

H.	K.	1/2 K.	Courses.	Winds.	Leeway.	Remarks, <i>Sat 24 day of July 1880</i>
1	7		N 1/2 E	S 1/2 E	None	This day commences with heavy
2	7		"	"	"	squalls and rain
3	7		"	"	"	
4	7		"	"	"	4 to 12 midnight weather do
5	3		North	"	"	
6	3		"	"	"	12 to 4 am fine and partly
7	3		"	"	"	clear with light breeze
8	3		"	"	"	
9	4		"	"	"	4 to 12 Light and at times
10	4		"	"	"	calm with light squalls
11	5		"	"	"	
12	5		"	"	"	Crew employed scoping
1	4		"	"	"	Carpenter at work outside
2	4		"	"	"	
3	4		"	"	"	Have a current this 24
4	4		"	"	"	hours North 60 miles
5	2		"	"	"	
6	2		"	"	"	Bilge and main pumps
7	2		"	"	"	carefully attended
8	2		"	"	"	
9	1		"	"	"	This day ends fine and
10	1		"	"	"	calm saw several marks
11	1		"	"	"	standing to the Northward
12	1		"	"	"	

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 12 E	145	2-28 N	10-1 E	27-36	27-34	3-30 E	0-12 E	19-37	No Ob



From *New Orleans* towards *Harve France*

H.	K.	1/2 K.	Courses.	Winds.	Leeway.	Remarks, Sun 25-day of July 1880
1	1		North	Bof	now	First part of this day fine
2	1		"	"	"	and clear with light breeze
3	0		"	Balm	"	
4	0		"	"	"	3 PM to 8 Balm
5	0		"	"	"	
6	0		"	"	"	8 to 12 PM Heavy squalls and
7	0		"	"	"	heavy rain ship continues to
8	0		"	"	"	mostly on her beam ends
9	1		S <sup>W</sup> E	Bof	"	
10	1		"	"	"	12 to 4 Strong breeze with frequent
11	1		N <sup>W</sup> y E	S <sup>W</sup> E	"	heavy showers
12	2		"	"	"	
1	5		"	"	"	4 to 12 Noon Light breeze minor
2	4		"	"	"	Ship at times has no steering
3	3		"	"	"	now
4	3		"	"	"	
5	0		"	Balm	"	First part of this day crew employed
6	0		"	"	"	sweeping and uparing sails
7	2		"	West	"	
8	3		"	"	"	Have a current this 24
9	1		N <sup>W</sup> E by E	N <sup>W</sup> N	"	hours N <sup>W</sup> E 70 miles
10	2		"	"	"	
11	1		"	"	"	Ship makes no water pumps
12	1		"	"	"	carefully attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N <sup>W</sup> E	102	1-36	16 E	29-11	29-10	3-30E	0-19	79-18	No Obs

H.	K.	1/2 K.	Courses.	Winds.	Leeway.	Remarks, Mon 26 day of July 1880
1	1		East	Bof	none	First part of this day
2	1		"	"	"	fine and clear
3	0		"	Balm	"	
4	0		"	"	"	4 to 12 Weather do
5	1		N <sup>W</sup> E	"	"	8 to 4
6	2		"	"	"	"
7	4		N <sup>W</sup> E by N	S <sup>W</sup> E	"	"
8	3		"	"	"	4 to 12 Squally with light
9	3		N <sup>W</sup> E	"	"	rain
10	3		"	"	"	
1	3		"	"	"	Crew employed sawing
2	3		"	"	"	
1	2		"	"	"	Have a current this
2	3		"	"	"	24 hours N <sup>W</sup> E 12 miles
3	2		"	"	"	
4	3		"	"	"	
5	4		"	"	"	
6	5		"	"	"	Bilge and main pump
7	5		"	"	"	carefully attended
8	5		"	"	"	
9	3		East	South	"	Have been making and
10	3		"	"	"	shortening sail as required
1	2		N <sup>W</sup> E	"	"	throughout
2	2		"	"	"	

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
	0-54	43-7	30-05	30-04	0	0-50	79-28	No Obs	

From *New Orleans* towards *Harve France*

H.	K.	1/2 K.	Courses.	Winds.	Leeway.	Remarks, Tues 27 day of July 1880
1	3		N <sup>W</sup> E	S <sup>W</sup> N	now	Throughout this day heavy
2	3		"	"	"	squalls and frequent
3	2		"	"	"	heavy showers - making
4	2		"	"	"	and shortening sail as
5	4		"	"	"	required.
6	4		"	"	"	
7	5		"	"	"	Crew employed cleaning paint
8	5		"	"	"	work - Carpenter at work
9	5		"	"	"	outside
10	4		"	"	"	
11	5		"	"	"	Have a current this 24 hours
12	4		"	"	"	E 12 miles
1	6		"	"	"	
2	6		"	"	"	Bilge and main pump
3	6		"	"	"	carefully attended
4	6		"	"	"	
5	6		"	"	"	
6	6		"	"	"	This day end squally and
7	4		"	"	"	with strong breeze
8	4		"	"	"	
9	4		"	"	"	
10	6		"	"	"	
11	5		N <sup>W</sup> E by E	S <sup>W</sup> N	"	
12	5		"	"	"	

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N <sup>W</sup> E	107	1-01	82-06	34-10	34-05	0	1-36	76-52	No Obs

H.	K.	1/2 K.	Courses.	Winds.	Leeway.	Remarks, Wed 28 day of July 1880
1	5		N <sup>W</sup> E by E	S <sup>W</sup> N	now	First part of this day cloudy
2	7		"	"	"	with strong S <sup>W</sup> N wind
3	7		"	"	"	
4	7		"	"	"	8 to 12 PM Steady breeze and
5	7		"	"	"	cloudy
6	7		"	"	"	
7	7		"	"	"	12 to 4 Squally with heavy
8	7		"	South	"	rain
9	6		"	"	"	
10	6		"	"	"	4 to 12 Weather do
11	6		"	"	"	Making and shortening
12	6		"	"	"	sail on occasion required
1	6		"	"	"	during the last part of this
2	6		"	"	"	day there some heavy sea
3	6		"	"	"	
4	6		"	"	"	Crew employed cleaning
5	6		"	"	"	paint work and sweeping
6	8		"	"	"	
7	5		"	"	"	Have allowed for current
8	5		"	"	"	and bore of sea 18 miles
9	4		"	"	"	N <sup>W</sup> E
10	4		"	"	"	
11	3		"	"	"	Pumps carefully attended
12	3		"	"	"	

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
	1-26	154	32-36	No Obs	none	3-01	73-51	No Obs	



From *New Orleans* towards *Harre France*

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,
1	4		N $\frac{1}{2}$ E	SW	none	Throughout these 24 hours
2	6		N $\frac{1}{2}$ E	"	"	Squally rather variable
3	6		N $\frac{1}{2}$ E	"	"	wind and heavy rains
4	6		"	"	"	at times bore a heavy
5	5		"	"	"	head sea
6	5		"	"	"	
7	4		"	"	"	Making and shortening
8	4		"	"	"	sail as required
9	4		"	"	"	
10	4		"	"	"	Crew employed variously
11	4		"	"	"	
12	4		"	"	"	Look star anchor on
1	6		"	"	"	forecastle and secured it
2	5		East	NW	"	sent fish tackle & pennant
3	4		N $\frac{1}{2}$ E	"	"	down and stow them away
4	4		"	"	"	
5	2		SE	"	"	Carpenter at work outside
6	0		"	"	"	
7	0		North	Calms	"	This day ends with light
8	0		"	"	"	by moon and clouds
9	0		"	"	"	have allowed 12 miles NE for current
10	0		"	"	"	
11	0		"	"	"	Pumps carefully attended
12	4		East	"	"	

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 55 E	87	0-49	71-9	33-25	N 40	None	1-26	71-21	N 40

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,
1	1		SE	Var	None	First part of this day light
2	1		"	"	"	by moon
3	1		"	"	"	
4	2		"	"	"	6 PM Tacked 3 top gallant sails
5	3		"	ENE	1 Point	
6	2		"	"	"	8 Tacked mainsail fore
7	2		"	ESE	2	and miz upper top sails
8	3		"	"	"	Strong breeze and squally
9	2		SE	"	3	
10	2		"	"	"	From 4 PM to 12 AM bore
11	2		"	"	"	a heavy sea from the East-
12	2		"	"	"	which causes the ship to
1	2		NNE	SE	"	labor badly
2	2		"	"	"	
3	2		"	"	"	Crew employed variously
4	2		"	"	"	
5	2		NNE	ENE	"	Have allowed 18 miles
6	2		"	"	"	South for current and
7	2		"	"	"	air - while on Port tack
8	2		"	"	"	
9	2		"	"	"	This day ends with strong breeze
10	2		"	"	"	
11	2		"	"	"	Bilge and main pump
12	2		"	"	"	carefully attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
North	19	0-25	2 N	33-07	33-0	SE	2	79 23	N 40

From *New Orleans* towards *Harre France*

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,
1	2		N $\frac{1}{2}$ W	ENE	2 Pts	Throughout this day light
2	3		"	"	"	moons and pretty clear weather
3	2		"	"	"	
4	3		"	"	"	Crew employed variously
5	2		N $\frac{1}{2}$ W	"	"	
6	3		"	"	"	8 AM Set 3 top gallant sails
7	4		"	"	"	
8	4		"	"	"	10 Set Cross-jacks
9	2		N $\frac{1}{2}$ E	"	"	
10	1		"	"	"	
11	2		"	"	"	12 Weather as - - -
12	1		"	"	1 Point	
1	2		"	"	"	
2	1		"	"	"	Ship makes no water
3	2		"	"	"	pumps carefully attended
4	1		"	"	"	
5	2		North	"	"	
6	2		"	"	"	
7	2		N $\frac{1}{2}$ E	Var	None	This day ends fine
8	2		"	"	"	
9	2		"	"	"	Have a current 12 miles
10	3		"	"	"	North East (supposed)
11	2		"	"	"	
12	3		"	"	"	

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 97 W	59	0-52	2-8 M	33-59	33-59	SE	0-4 W	71-20	N 40

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,
1	2		N $\frac{1}{2}$ E	ENE	None	First part of this day fine
2	3		"	"	"	and clear with light breeze
3	2		"	"	"	
4	3		"	"	"	8 AM Weather as
5	2		"	"	"	
6	3		"	"	"	12 " " "
7	2		NNE	East	"	
8	2		"	"	"	
9	4		N $\frac{1}{2}$ W	"	"	Crew employed variously
10	4		"	"	"	Carpenter employed caulking
11	4		"	"	"	stoutness
12	4		"	"	"	
1	2		"	"	"	Have a current this
2	3		"	"	"	24 hours NE by N 15 miles
3	2		"	"	"	
4	3		"	"	"	
5	2		NE	ESE	"	This day ends fine and
6	2		"	"	"	clear
7	2		"	"	"	
8	2		"	"	"	
9	2		"	"	"	
10	2		"	"	"	Pumps carefully attended
11	2		"	"	"	
12	2		"	"	"	This is our 24 <sup>th</sup> day out

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 22 E	50	0-46	27-7	34-46	34-49	SE	0-33 E	70-48	N 40



From

towards

New Orleans towards Havre France

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Mon 2 day of Aug 18 <sup>80</sup>
1	1		NE $\frac{1}{2}$ N	Bof	None	Throughout this 24 hours
2	2		"	"	"	light breeze and fine clear
3	4		"	"	"	weather
4	4		"	"	"	"
5	3		NE $\frac{1}{2}$ E	SE $\frac{1}{2}$ S	"	12 M Saw a vessel steering
6	3		"	"	"	to the Eastward
7	3		"	"	"	"
8	3		"	"	"	Crew employed variously
9	3		"	"	"	"
10	3		"	"	"	"
11	4		"	"	"	Carpenter caulking stations
12	4		"	"	"	"
1	3		NE $\frac{1}{2}$ E	"	"	"
2	2		"	"	"	Have a current this 24
3	1		"	"	"	hours NE $\frac{1}{2}$ N 36 miles
4	1		"	"	"	(supposed)
5	1		"	"	"	"
6	2		"	"	"	"
7	2		"	"	"	Bridge and main pump
8	1		"	"	"	carefully attended
9	2		"	"	"	"
10	2		"	"	"	"
11	1		"	"	"	This day ends fine and
12	1		"	"	"	clear with light breeze

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
	1-5	62-5	35-50	35-48	5 $\frac{1}{2}$ N	1-16	69-31	No Ob.	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Tues 3 day of August 18 <sup>80</sup>
1	4		NE $\frac{1}{2}$ E	SSW	None	First part of this day
2	4		"	"	"	fine and clear with
3	4		"	"	"	light breeze
4	4		"	"	"	"
5	4		"	"	"	4 to 8 am weather ok
6	4		"	"	"	"
7	4		"	"	"	8 to 12
8	5		"	"	"	"
9	4		"	"	"	12 to 4
10	5		"	South	"	"
11	4		"	"	"	4 to 8 Light rain and
12	5		"	"	"	strong boy winds
1	4		"	"	"	Crew employed variously
2	5		"	"	"	"
3	4		"	"	"	Carpenter employed caulking
4	5		"	"	"	stations
5	5		"	"	"	"
6	5		"	"	"	"
7	6		E $\frac{1}{2}$ N	"	"	"
8	6		"	"	"	This day ends with cloudy
9	6		"	"	"	weather and strong southerly
10	6		"	"	"	winds
11	6		"	"	"	"
12	6		"	"	"	Pumps carefully attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N48E	145	1-37	106-08	37-27	37-26	8 $\frac{1}{2}$ N	2-13	67-18	No Ob.

From

towards

New Orleans towards Havre France

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Wed 4 day of August 18 <sup>80</sup>
1	8		E by W	South	None	First part of this day squally
2	8		"	"	"	with strong breeze
3	8		"	"	"	"
4	9		"	"	"	4 to 12 M weather ok
5	9		"	"	"	passed several sail of vessels
6	9		"	"	"	standing to the Eastward
7	9		"	"	"	"
8	9		"	"	"	Crew employed painting
9	9		"	"	"	and other jobs
10	9		"	"	"	"
11	6		"	"	"	Carpenter caulking
12	7		"	"	"	"
1	7		"	"	"	Have a current this 24
2	7		"	"	"	hours NE $\frac{1}{2}$ E miles
3	7		"	"	"	"
4	7		"	"	"	"
5	8		"	"	"	This day ends fine with
6	8		"	"	"	strong winds
7	8		"	"	"	"
8	8		"	"	"	"
9	8		E by N	S $\frac{1}{2}$ W	"	This is our 27 <sup>th</sup> day from
10	8		"	"	"	New Orleans.
11	9		East	"	"	"
12	9		"	"	"	Pumps carefully attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N63E	222	1-41	200	39-12	39-08	8 $\frac{1}{2}$ N	4-14	63-04	No Ob.

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Thu 5 day of August 18 <sup>80</sup>
1	8		East	SW	None	First part of this day
2	8		"	"	"	strong breeze and fine
3	8		"	"	"	weather
4	8		"	"	"	"
5	8		E $\frac{1}{2}$ S	"	"	4 to 8 AM weather ok
6	8		"	"	"	"
7	5		"	"	"	8 to 12 Moderate and fine
8	6		"	"	"	"
9	4		"	"	"	Passed several vessels standing
10	4		"	"	"	to the Eastward
11	4		"	"	"	"
12	4		"	"	"	Crew employed on rigging
1	4		"	"	"	and sundry jobs
2	4		"	"	"	"
3	4		"	"	"	Carpenter at work on
4	4		"	"	"	mizzen top
5	4		"	"	"	"
6	6		E by S	"	"	"
7	6		"	"	"	"
8	6		"	"	"	Have a current this 24
9	6		"	"	"	hours ENE 36 miles
10	6		"	"	"	"
11	7		"	"	"	This day ends fine with
12	7		"	"	"	Moderate breeze Bridge and
			"	"	"	Main pumps carefully attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N82-30E	176	0-23	170-4	39-34	39-31	10 $\frac{1}{2}$ N	2-1	61-03	No Ob.



From *New Orleans* towards *Barre France*

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, <i>Friday</i> day of <i>August</i> 1880
1	7		Eby S	S.W.	None	First part of this day fine moderate weather
2	7		"	"	"	
3	7		"	"	"	
4	8		"	"	"	8 to 12 Weather do
5	8		"	"	"	passed several vessels standing to the Eastward
6	7		"	"	"	
7	7		"	"	"	
8	7		"	"	"	12 to 4 a.m. Strong breeze and clear weather (part of the time a heavy sea) has been running
9	7		"	"	"	
10	7		"	"	"	
11	7		"	"	"	
12	6		"	"	"	
1	6		"	"	"	Crew employed painting and various other jobs
2	6		"	"	"	
3	6		"	"	"	
4	6		"	"	"	Have a current this 24 hours Eby N. 4 to 48 miles
5	6		"	"	"	
6	6		"	"	"	Carpenter employed outside
7	6		"	"	"	
8	7		"	"	"	This day ends with strong breeze and fine
9	8		"	"	"	
10	8		"	"	"	
11	8		"	"	"	
12	8		"	"	"	Pumps carefully attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 88 E	200	0-7	216 E	39-38	39-38	20 N	4-40	56-23	No Ob.

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, <i>Sat</i> 7 day of <i>August</i> 1880
1	8		Eby S	S.W.	None	First part of this day strong breeze and heavy sea
2	8		"	"	"	
3	8		"	"	"	Middle part moderate
4	8		"	"	"	
5	7		"	"	"	12 to 8 a.m. Strong breeze and heavy sea furling
6	7		"	"	"	3 Royals and Miz topgallant
7	7		"	"	"	
8	7		"	"	"	
9	7		"	"	"	
10	7		"	"	"	10 a.m. Set Miz to the Main
11	7		"	"	"	
12	7		"	"	"	
1	9		"	"	"	<div> <p>August 7<sup>th</sup> 1880.</p> <p>Carpenter has this day finished caulking bulwarks stantions and water-ways and has given the same a thorough overhauling.</p> <p>O. Carr.</p> </div>
2	10		"	"	"	
3	9		"	"	"	
4	10		"	"	"	
5	8		"	"	"	
6	8		"	"	"	
7	8		"	"	"	
8	8		"	"	"	
9	8		"	"	"	
10	8		"	"	"	Carpenter at work outside and finished caulking stantions
11	7		"	"	"	
12	7		"	"	"	Pumps well attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 86 E	236	0-18	233 E	39-56	39-55	20 N	5-1	51-22	No Ob.

From *New Orleans* towards *Barre France*

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, <i>Sun</i> 8 day of <i>August</i> 1880
1	7		Eby S	N.W.	None	This day commences with moderate breeze and clear weather
2	7		"	"	"	
3	7		"	"	"	
4	7		"	"	"	4 to 12 P.M. Weather do
5	7		"	"	"	
6	7		"	"	"	12 to 4 a.m. squally furling 3 Royals
7	7		"	"	"	
8	7		"	"	"	
9	7		"	"	"	First part of this day crew employed painting and various other jobs
10	7		"	"	"	
11	7		"	"	"	
12	7		"	"	"	
1	7		"	"	"	Carpenter at work outside
2	7		"	"	"	
3	7		"	"	"	This day ends with bad winds and cloudy weather and cool
4	7		"	"	"	
5	7		"	"	"	
6	7		"	"	"	Saw several vessels standing to the Northward also some standing to the Eastward
7	7		"	"	"	
8	7		"	"	"	
9	7		"	"	"	
10	6		"	"	"	For the most part of this day this has been a heavy sea
11	6		"	"	"	
12	6		"	"	"	Pumps carefully attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 67 E	167	0-31	161-8	40-26	No Ob.	25 N	3-31	47-51	No Ob.

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, <i>Monday</i> 9 day of <i>August</i> 1880
1	7		Eby S	N.W.	None	1 P.M. Strong breeze and partly cloudy weather
2	7		"	"	"	
3	7		"	"	"	
4	7		"	"	"	2 P.M. breeze steadily increasing
5	7		"	"	"	
6	7		"	"	"	4 " Furling fore and Miz G.S.S.
7	7		"	"	"	
8	7		"	"	"	6 " Furling main G.S.S.
9	7		"	"	"	
10	7		"	"	"	7 Reel main sail-furling fore and Miz topsails moderate gale and increasing. Ship nearly on her beam ends 7:25 Carried away upper main topsail sent it down and bent down one
11	7		"	"	"	
12	7		"	"	"	
1	6		"	"	"	8 Strong gale and increasing furling spanker and Git
2	6		"	"	"	
3	6		"	"	"	12 m weather do and heavy heavy sea
4	6		"	"	"	9 a.m. Set fore and main topails
5	6		"	"	"	Saw Steamer standing to the South
6	6		"	"	"	12 Set Git weather more moderate
7	6		"	"	"	
8	6		"	"	"	
9	6		"	"	"	
10	6		"	"	"	
11	6		"	"	"	
12	6		"	"	"	Bilge pumps carefully attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 40 E	153-0	0-40	153-0	40-56	40-23	25 N	3-20	44-31	No Ob.



From *New Orleans* towards *Barre France*

H.	K.	1/2 K.	Courses.	Winds.	Leeway.	Remarks, <i>Thurs 10 day of August 1880</i>
1	6		E by S	North	mod	Squally and heavy sea
2	6			"	"	
3	7		E by S	"	"	8 to 12 Bof winds and heavy sea from the Eastward
4	7		"	"	"	
5	6		"	"	"	12 to 4 Weather do
6	6		"	"	"	
7	6		"	"	"	
8	6		"	"	"	4 to 12 m light breeze and clear weather still continues at heavy sea
9	3		"	"	"	
10	4		"	Bay	"	Saw several vessels standing to the Eastward
11	3		"	"	"	
12	3		"	"	"	
1	3		"	"	"	Crew employed variously
2	3		"	"	"	
3	3		"	"	"	Carpenter at work on ship
4	3		"	N by W	"	
5	3		"	"	"	
6	3		"	"	"	
7	2		"	"	"	This day ends with light breeze and clear
8	2		"	"	"	
9	3		"	"	"	Pumps carefully attended
10	4		East	"	"	
11	3		"	"	"	
12	4		"	"	"	

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
		8-21	94-9	40-46	40-44	25 W	2-6	42-26	N 01 W

H.	K.	1/2 K.	Courses.	Winds.	Leeway.	Remarks, <i>Wed 11 day of August 1880</i>
1	3		E by N	West	mod	Throughout this day fine clear moderate weather and light breeze
2	3		"	"	"	
3	3		"	"	"	
4	3		"	"	"	
5	3		"	"	"	3 PM Signalled a German steamer name unknown standing to the Eastward
6	3		"	"	"	
7	5		"	"	"	
8	5		"	"	"	
9	5		East	"	"	Crew employed variously
10	4		"	"	"	
11	5		"	"	"	
12	5		"	"	"	Carpenter at work on ship
1	5		"	"	"	
2	3		"	"	"	
3	4		"	"	"	This day ends fine and clear with light breeze and a heavy easterly swell
4	3		"	"	"	
5	4		"	"	"	
6	3		"	"	"	
7	4		"	S W	"	
8	3		"	"	"	
9	4		"	"	"	
10	3		"	"	"	Pumps carefully attended
11	4		"	"	"	
12	5		"	"	"	

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 84 E	114	0-36	99-3	41-20	41-17	26 W	2-12	40-14	N 01 W

From *New Orleans* towards *Barre France*

H.	K.	1/2 K.	Courses.	Winds.	Leeway.	Remarks, <i>Thurs 12 day of August 1880</i>
1	3		East	S W	mod	First part of this day clear weather and light breeze
2	3		"	"	"	
3	3		"	"	"	
4	3		"	"	"	4 PM Weather do
5	3		"	"	"	
6	3		"	"	"	6 Strong breeze from S W and squally
7	9		"	"	"	
8	8		"	"	"	
9	9		"	"	"	12 Midnight weather do furl'd 3 Topsails
10	8		"	"	"	
11	9		"	"	"	
12	8		"	"	"	4 AM Weather do
1	9		"	"	"	
2	9		"	"	"	Crew have been employed variously finished reop'ing bulwarks and mast and have painted the same
3	9		"	"	"	Carpenter at work on fore-castle
4	9		"	"	"	
5	9		"	"	"	
6	9		"	"	"	
7	8		"	"	"	
8	8		"	"	"	This day ends with strong breeze and cloudy weather
9	8		"	"	"	Saw Bark standing East
10	8		"	"	"	
11	8		"	"	"	
12	8		"	"	"	Bilge pumps carefully attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 62 E	169	1-19	148-2	42-36	42-38	30 W	3-20	36-54	N 01 W

H.	K.	1/2 K.	Courses.	Winds.	Leeway.	Remarks, <i>Thurs 13 day of August 1880</i>
1	7		East	S W	mod	First part of this day strong S W winds 3 PM furl'd
2	7		"	"	"	
3	7		"	"	"	mis to gollantail and cross-jack 16 PM furl'd fore to gollantail strong breeze and cloudy
4	7		"	"	"	
5	7		"	"	"	
6	7		"	"	"	
7	7		"	"	"	
8	7		"	"	"	9-30 furl'd Mizen's outer jib and main to gollantail
9	7		"	"	"	Weather do and heavy sea
10	7		"	"	"	
11	7		"	"	"	
12	7		"	"	"	Crew employed variously
1	9		"	"	"	
2	9		"	"	"	
3	9		"	"	"	12 Noon Strong breeze and light rain set fore and main S. S. and Mainsail
4	9		"	"	"	have throughout this 24 hours a very cross sea which causes the ship to roll badly
5	9		"	"	"	
6	9		"	"	"	
7	8		"	"	"	
8	8		"	"	"	
9	8		"	"	"	
10	8		"	"	"	Bilge pumps carefully attended
11	8		"	"	"	
12	8		"	"	"	

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 70 E	186	1-03	175-1	43-49	43-52	30 W	3-59	32-55	N 01 W



From *New Orleans* towards *Harre France*

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Sat-14 day of August 1880
1	8		E by S	SW	None	Strong breeze and cloudy with light rain
2	8		"	"	"	"
3	8		"	"	"	"
4	8		"	"	"	4 PM weather do
5	8		"	"	"	"
6	8		"	"	"	8 " " "
7	8		"	"	"	"
8	8		"	"	"	12 midnight " "
9	9		"	"	"	"
10	9		"	N SW	"	4 AM Moderate with rain
11	9		"	"	"	"
12	8		"	"	"	12 to 12 weather do
1	8		"	"	"	"
2	7		"	"	"	Crew employed scraping
3	7		"	"	"	"
4	7		"	"	"	"
5	7		"	"	"	This day ends with light breeze and foggy
6	7		"	"	"	"
7	6		"	"	"	"
8	6		"	"	"	"
9	2		"	"	"	"
10	2		"	"	"	"
11	2		"	"	"	"
12	2		"	"	"	Pumps carefully attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
	0-48	157-2	44-40	No Ob	2 1/2 P	3-39	29-13	No Ob	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Sun 15 day of August 1880
1	8		E by S	SW	None	Moderate and light rain
2	8		"	"	"	"
3	8		"	"	"	4 PM weather do heavy rain
4	8		"	"	"	12 M " "
5	6		"	"	"	"
6	6		"	"	"	1 AM Strong Ede furlled fore and main G.S.S and Miz upper T'ail heavy rain
7	5		"	"	"	"
8	5		"	"	"	"
9	7		"	"	"	"
10	7		"	"	"	4 AM weather do heavy rain
11	7		"	"	"	"
12	7		"	"	"	"
1	7		"	SSW	"	5 " Carried away fore lower topsail and foresail sent them down and bent new ones furlled fore main and Miz topsails
2	7		"	"	"	"
3	7		"	"	"	"
4	7		"	"	"	"
5	7		"	"	"	"
6	7		"	"	"	10 Set foresail main and fore Miz 12 furlled them again
7	7		"	"	"	"
8	7		"	"	"	"
9	7		"	"	"	This day ends with strong W E wind and cloudy
10	7		"	"	"	"
11	7		"	"	"	"
12	7		"	"	"	Pumps carefully attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
	0-52	171-3	45-52	No Ob	2 1/2 P	4-2	25-10	No Ob	

From *New Orleans* towards *Harre France*

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Mon 16 day of August 1880
1	2		SE 1/2 S	NE	1/2 P	Strong gale and cloudy set fore and Miz lower topsail
2	1		"	"	"	"
3	2		"	"	"	"
4	1		"	"	"	"
5	2		"	"	"	4 PM Heavy squalls and heavy rain Ship at times on her beam ends
6	1		"	"	"	"
7	2		SE 1/2 E	NE by N	"	"
8	1		"	"	"	"
9	2		SE 1/2 E	"	"	8 to 12 midnight weather do
10	2		"	"	"	"
11	2		"	"	"	"
12	2		"	"	"	4 AM Set reefed spanker and fib
1	2		E by S	NNE	"	"
2	2		"	"	"	11 Set reefed upper fore and main topsails moderating but still a heavy sea
3	2		"	"	"	"
4	2		"	"	"	"
5	2		"	"	"	"
6	2		"	"	"	12 Cloudy and cold sun several vessels outwards bound - Crew employed variously
7	2		"	"	"	"
8	2		"	"	"	"
9	2		"	"	"	"
10	2		"	"	"	"
11	2		"	"	"	"
12	2		"	"	"	Bilge pumps carefully attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
	0-36	23-9	44-51	44-52	2 1/2 P	0-34	24-58	No Ob	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Tues 17 day of August 1880
1	2		E 1/2 S	NE	1/2 P	Moderate and light rain
2	1		"	"	"	"
3	2		"	"	"	4 PM Set mainsail shook reefs out fore main and Miz topsails and set M.G.S.
4	1		"	"	"	"
5	1		"	"	"	"
6	1		"	"	"	"
7	1		"	"	"	"
8	1		"	"	"	12 midnight strong breeze and squally with light rain
9	5		E 1/2 N	NNE	None	"
10	5		"	"	"	4 AM weather do
11	5		"	"	"	"
12	5		"	"	"	"
1	8		"	"	"	80 " Set fore and Miz topgallant
2	8		"	"	"	"
3	5		"	"	"	12 Fine clear weather with moderate breeze
4	5		"	"	"	"
5	6		"	"	"	Keel allowed 30 miles E by E for hook of sea and current
6	6		"	"	"	"
7	6		"	"	"	"
8	5		"	"	"	"
9	5		"	"	"	Crew employed variously
10	5		"	"	"	"
11	3		"	"	"	"
12	3		"	"	"	Bilge pumps carefully attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
	0-18	27-05	45-10	45-09	2 1/2 P	1-50	23-08	No Ob	



From

towards

New Orleans Harre France

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Wed 18 day of August 1880
1	4		ESE	Baf	None	12 5 4 Fine and clear weather
2	4		"	"	"	"
3	4		"	"	"	"
4	5		"	"	"	4 Strong breeze and rainy reefed mainsail
5	5		"	"	"	"
6	5		"	"	"	12 m Cloudy and a heavy sea from the Eastward Ship on her beam end cannot use main pumps -
7	5		"	"	"	"
8	5		"	"	"	"
9	4		"	"	"	"
10	4		"	"	"	"
11	4		E by S	N E	"	3 A m Saw Barge standing to the Northward Strong breeze and squally
12	3		"	"	"	"
1	5		S E by S	"	"	"
2	5		"	"	"	"
3	4		"	"	"	8 A m Galed main Y.P.S. and miz topsail
4	3		"	"	"	"
5	4		"	"	"	"
6	3		"	"	"	12 Strong gale and heavy sea
7	3		"	"	"	"
8	3		"	"	"	Have allowed 10 miles South for current - Crew employed variously
9	3		S.E	"	"	"
10	3		"	"	"	"
11	2		"	"	"	"
12	2		"	"	"	Bilge pumps carefully attended

Course. Distance. Diff. of Lat. Departure. Lat. by D. R. Lat. by Ob. Variation. Diff. of Lon. Lon. in. Lon. by Ob.

0°33' 77-6 44°36' 44°39' 2 1/2 Pts 1°49' 22°19' No Ob.

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, 19 day of August 18
1	4		S.E	ENE	None	Strong breeze and cloudy
2	4		N by W	"	3 Pts	"
3	4		"	"	"	1 PM tacked ship to the North
4	3		"	"	"	"
5	3		"	"	"	4 " Heavy squalls and rain
6	3		"	"	"	"
7	3		North	E by W	"	6 " Galed Fore and main topsails Spanker and fit
8	3		"	"	"	"
9	2		"	"	"	8 Weather as heavy snow squall
10	2		"	"	"	"
11	2		"	"	"	"
12	2		"	"	"	"
1	2		"	"	"	12 to 4 Heavy squalls and rain can not use main pumps - Heavy sea
2	2		"	"	"	"
3	2		"	"	"	"
4	2		"	"	"	"
5	2		N 1/2 E	"	"	Crew employed variously
6	2		"	"	"	"
7	2		"	"	"	"
8	2		"	"	"	This day ends strong breeze and cloudy with rain
9	2		North	"	"	Have allowed 12 miles West for heavy of sea
10	2		"	"	"	"
11	2		"	"	"	"
12	2		"	"	"	Bilge pumps carefully attended

Course. Distance. Diff. of Lat. Departure. Lat. by D. R. Lat. by Ob. Variation. Diff. of Lon. Lon. in. Lon. by Ob.

0°39' N 27-4 45-12 45-18 2 1/2 0°39' 23-10 No Ob.

From

towards

New Orleans Harre France

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Friday 20 day of August 1880
1	2		N 1/2 W	ENE	1/2 Pt	Strong breeze and cloudy
2	2		"	"	"	"
3	2		"	"	"	1 PM. Tacked ship to the North
4	2		"	"	"	"
5	2		"	"	"	4 " Heavy squalls and rain
6	2		"	"	"	"
7	2		"	"	"	6 " Galed fore and main topsails and set reefed spanker strong breeze and heavy sea
8	2		"	"	"	"
9	2		"	"	None	"
10	2		"	"	"	"
11	2		"	"	"	"
12	2		"	"	"	12 to 4 AM Light breeze and fine clear weather
1	2		"	"	"	"
2	2		"	"	"	"
3	2		"	"	"	6 " Set fore Y.P.S. outer fit and miz topsail fine clear
4	2		"	"	"	"
5	2		"	"	"	"
6	2		"	"	"	Have a current this 24 hours S.W. 12 miles
7	2		"	"	"	"
8	2		"	"	"	"
9	2		"	"	"	"
10	2		"	"	"	This day ends fine and clear crew employed painting
11	2		"	"	"	"
12	2		"	"	"	Bilge pumps attended every hour

Course. Distance. Diff. of Lat. Departure. Lat. by D. R. Lat. by Ob. Variation. Diff. of Lon. Lon. in. Lon. by Ob.

0°22' 48°04' 45°39' 45°40' 2 1/2 Pts 1-10 24°20' No Ob.

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Sat 21 day of August 1880
1	2		N 1/4 W	ENE	None	Throughout this day have fine weather and moderate breeze
2	1		"	"	"	"
3	2		E by N	NNE	"	"
4	1		"	"	"	"
5	2		"	"	"	3 PM tacked ship to the Eastward
6	1		East	"	"	Set fore and main Y.P.S.
7	1		"	"	"	"
8	1		"	"	"	Have a current this 24 hours S.W. 20 miles
9	1		E 1/2 S	"	"	"
10	1		"	"	"	"
11	1		"	"	"	"
12	1		"	"	"	8 PM Saw a Bark standing to the Southward
1	1		"	"	"	"
2	2		"	"	"	Crew employed variously
3	2		"	"	"	"
4	2		"	"	"	"
5	2		"	"	"	"
6	2		"	"	"	"
7	2		"	"	"	"
8	2		E 1/2 S	NNE	"	Bilge and main pumps carefully attended every 2 hours
9	2		"	"	"	"
10	2		"	"	"	"
11	2		"	"	"	"
12	2		"	"	"	"

Course. Distance. Diff. of Lat. Departure. Lat. by D. R. Lat. by Ob. Variation. Diff. of Lon. Lon. in. Lon. by Ob.

0°3' 189 45°36' 45°34' 2 1/2 Pts 0 21 23 53 No Ob.



From

towards

New Orleans towards Havre France

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Sun 22 day of August 1880
1	4		E $\frac{1}{2}$ S	WNE	1 $\frac{1}{2}$ P	First part of this moderate and clear
2	4		"	"	"	
3	4		"	"	"	
4	4		"	"	"	8 P.M. Tumbled crossjack, outer jib and fore T. & S. passed a large portion of a wreck which had the appearance of being in the water a long
5	4		"	"	"	
6	4		"	"	"	
7	4		"	"	"	
8	4		"	"	"	
9	4		"	"	"	
10	4		"	"	"	12 Cloudy and squally furled main T. & S.
11	4		"	"	"	
12	4		"	"	"	
1	4		"	"	"	4 AM moderate saw some more wreckage
2	4		"	"	"	
3	4		"	"	"	
4	4		"	"	"	This day ends fair and light breeze and foggy
5	4		"	"	"	
6	4		"	"	"	
7	4		"	"	"	Have a current this 24 hours S W 20 miles
8	4		"	"	"	
9	4		"	"	"	
10	3		"	"	"	
11	4		"	"	"	Bilge and main pumps carefully attended every hour
12	3		"	"	"	

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
E 2 $\frac{1}{2}$ N	91	0 $^{\circ}$ 2'	88-2	45 $^{\circ}$ 36'	45 $^{\circ}$ 37'	2 $\frac{1}{2}$ P	2 $^{\circ}$ 3'	21-50	No (Obs)

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Mon 23 day of August 1880
1	2		E $\frac{1}{2}$ N	NyE	none	Fine weather and moderate
2	2		"	"	"	
3	2		"	"	"	4 PM Calm and cloudy
4	2		"	"	"	
5	0		"	Calms	"	12 Midnight light breeze
6	0		"	"	"	
7	0		"	"	"	2 Strong breeze Tumbled fore and main T. & S. Sparker outer jib and cross jacks
8	0		"	"	"	
9	0		"	"	"	
10	0		"	"	"	
11	0		"	"	"	4 Reel main sail weather do
12	0		"	"	"	
1	2		E $\frac{1}{2}$ N	S W	"	8 weather do
2	2		"	"	"	
3	2		"	"	"	
4	2		"	"	"	12 This day ends with strong breeze and fair
5	4		N $\frac{1}{2}$ E	E $\frac{1}{2}$ S	"	
6	4		"	"	"	Crew employed variously
7	4		"	"	"	
8	4		"	"	"	
9	3		N $\frac{1}{2}$ E	E $\frac{1}{2}$ N	1 $\frac{1}{2}$ P	Bilge and main pumps carefully attended
10	3		"	"	"	
11	3		"	"	"	
12	3		"	"	"	

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
		0-41	7-3	46 $^{\circ}$ 17'	46 $^{\circ}$ 19'	28 N	0-11	21-49	No (Obs)

From

towards

New Orleans towards Havre France

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Tues 24 day of August 1880
1	2		NyE $\frac{1}{2}$ E	NyE	none	Fine and moderate throughout with light-bog mias
2	3		"	"	"	
3	2		"	"	"	
4	3		"	"	"	
5	2		N $\frac{1}{2}$ E	N $\frac{1}{2}$ E	"	12 midnight-tacked ship is the Southward
6	3		"	"	"	
7	2		North	"	"	Saw several pieces of wreck
8	3		"	"	"	
9	2		"	"	"	
10	3		"	"	"	
11	2		"	"	"	Crew employed variously
12	3		"	"	"	
1	1		S $\frac{1}{2}$ E	"	"	Crew employed smoothing deck
2	2		"	"	"	
3	1		"	"	"	
4	2		S $\frac{1}{2}$ E $\frac{1}{2}$ S	"	"	
5	1		"	"	"	
6	2		"	"	"	This day ends fair and clear with light-breeze
7	1		"	"	"	
8	2		E $\frac{1}{2}$ E	E $\frac{1}{2}$ N	"	
9	2		"	"	"	
10	1		"	"	"	
11	1		"	"	"	Pumps carefully attended
12	2		"	"	"	

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
		0 $^{\circ}$ 26'	16-0	46 $^{\circ}$ 44'	46 $^{\circ}$ 48'	2 $\frac{1}{2}$ P	0-23'	21-26	No (Obs)

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Wed 25 day of August 1880
1	1		E $\frac{1}{2}$ S	NyE	none	This day commences with fine weather and light-bog mias
2	1		"	"	"	
3	1		"	"	"	
4	1		"	"	"	
5	1		East	"	"	6 to 12 Calm
6	0		"	"	"	
7	0		"	"	"	4 AM Strong breeze and clear weather
8	0		"	"	"	
9	0		"	"	"	
10	0		"	"	"	8 " do " "
11	0		"	"	"	
12	0		"	"	"	
1	3		E $\frac{1}{2}$ N	"	"	This day ends with strong breeze and partly cloudy weather
2	4		"	"	"	
3	5		"	"	"	
4	5		"	"	"	
5	4		"	"	"	Have a current this 24 hours S W 86 miles
6	4		"	"	"	
7	4		"	"	"	
8	4		"	"	"	
9	4		E $\frac{1}{2}$ N	"	"	Bilge and main pumps carefully attended
10	4		"	"	"	
11	4		"	"	"	
12	5		"	"	"	

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
		0-8	31-2	46 $^{\circ}$ 36'	46 $^{\circ}$ 35'	2 $\frac{1}{2}$ P	0-46	20-40	No (Obs)



From *New Orleans* towards *Harre France*

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, <i>Thurs 26 day of August 1880</i>
1			<i>E<math>\frac{1}{2}</math> W</i>	<i>S W</i>	<i>None</i>	<i>fine and moderate with strong breeze</i>
2			"	"	"	
3			"	"	"	
4			"	"	"	<i>2 PM Turl'd Fore Main and my J.G.S</i>
5			"	"	"	
6			"	"	"	
7			"	"	"	<i>4 .. Turl'd Mainsail fore and my Topail Cezosefok</i>
8			"	"	"	
9			"	"	"	
10			"	"	"	<i>5 Strong breeze and cloudy</i>
11			"	<i>W W</i>	"	
12			"	"	"	<i>8 to 12 Light Bof mias heavy rain and heavy sea</i>
1			"	"	"	
2			"	"	"	
3			"	"	"	<i>12 to 4 moderate and fine with moderate breeze</i>
4			"	"	"	
5			"	"	"	
6			"	"	"	<i>12 Set my Topail fore and main 99, 96 am Set fore main Ruyols Cezosefok</i>
7			<i>E<math>\frac{1}{2}</math> W</i>	"	"	<i>Spunker and my J.G.S</i>
8			"	"	"	<i>Strong breeze and fine</i>
9			"	"	"	
10			"	"	"	
11			"	"	"	
12			"	"	"	<i>Bumps well attended</i>

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
		<i>1-44</i>	<i>1325</i>	<i>48 15</i>	<i>48 09</i>	<i>2 P<math>\frac{1}{2}</math></i>	<i>3-14</i>	<i>17 26</i>	<i>No Ob.</i>

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, <i>Fri 27 day of August 1880</i>
1	<i>8</i>		<i>Elyon</i>	<i>North</i>	<i>None</i>	<i>First part of this day strong breeze and clear weather</i>
2	<i>8</i>		"	"	"	
3	<i>8</i>		"	"	"	
4	<i>8</i>		"	"	"	<i>8 PM Turl'd fore and main Ruyols weather do</i>
5	<i>7</i>		"	"	"	
6	<i>7</i>		"	"	"	
7	<i>7</i>		<i>E<math>\frac{1}{2}</math> W</i>	"	"	<i>8 .. weather do</i>
8	<i>7</i>		"	"	"	
9	<i>7</i>		"	"	"	
10	<i>7</i>		"	"	"	<i>12 Moderate and fine</i>
11	<i>7</i>		"	"	"	
12	<i>7</i>		"	"	"	<i>4 AM weather do</i>
1	<i>5</i>		"	"	"	
2	<i>5</i>		"	"	"	<i>8 .. Hore lead and 400 fms Grey sand saw several vessels standing to the Eastward</i>
3	<i>5</i>		"	"	"	
4	<i>5</i>		"	"	"	
5	<i>5</i>		"	"	"	<i>This day ends fine and moderate</i>
6	<i>5</i>		"	"	"	
7	<i>5</i>		"	"	"	
8	<i>5</i>		"	"	"	<i>Hore a current this 24 hours 88 30 miles</i>
9	<i>5</i>		"	"	"	
10	<i>5</i>		<i>East</i>	"	"	
11	<i>5</i>		"	"	"	
12	<i>5</i>		"	"	"	<i>Bumps carefully attended</i>

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
		<i>1-10</i>	<i>144</i>	<i>49 17</i>	<i>49 19</i>	<i>2 P<math>\frac{1}{2}</math></i>	<i>3-11</i>	<i>14 15</i>	<i>No Ob.</i>

From *New Orleans* towards *Harre France*

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, <i>Sat-28 day of August 1880</i>
1	<i>3</i>		<i>ESE</i>	<i>North</i>	<i>None</i>	<i>1 to 12 midnight fine clear weather with light breeze</i>
2	<i>3</i>		"	"	"	
3	<i>3</i>		"	"	"	
4	<i>3</i>		"	"	"	<i>12 to 4 am Cloudy and light breeze with light rain</i>
5	<i>2</i>		"	"	"	
6	<i>2</i>		"	"	"	
7	<i>2</i>		"	"	"	<i>4 to 12 weather do</i>
8	<i>2</i>		"	"	"	
9	<i>3</i>		"	"	"	<i>Crew employed variously</i>
10	<i>3</i>		"	"	"	
11	<i>3</i>		"	"	"	<i>Carpenter planing deck</i>
12	<i>3</i>		"	"	"	
1	<i>1</i>		"	"	"	<i>Saw several vessels outboard found also several inboard bound Linn 8 Ruyols</i>
2	<i>2</i>		"	"	"	
3	<i>2</i>		"	"	"	
4	<i>3</i>		"	"	"	
5	<i>4</i>		"	"	"	
6	<i>4</i>		"	"	"	<i>This day ends partly clear with light breeze</i>
7	<i>4</i>		"	"	"	
8	<i>4</i>		"	"	"	
9	<i>3</i>		"	"	"	
10	<i>3</i>		"	"	"	
11	<i>3</i>		"	"	"	<i>Bumps carefully attended</i>
12	<i>3</i>		"	"	"	

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
		<i>0-31</i>	<i>65-7</i>	<i>49-15</i>	<i>49-17</i>	<i>2 P<math>\frac{1}{2}</math></i>	<i>1-48</i>	<i>13 35</i>	<i>No Ob.</i>

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, <i>Sun 29 day of August 1880</i>
1	<i>2</i>		<i>ESE</i>	<i>Bof</i>	<i>None</i>	<i>First part of this day light-bof mias and cloudy</i>
2	<i>3</i>		"	"	"	
3	<i>2</i>		"	"	"	
4	<i>3</i>		"	"	"	<i>8 PM to 12 AM Calm and at times thick fog. Lookout kept day and night</i>
5	<i>2</i>		"	"	"	
6	<i>3</i>		<i>S.E. by E</i>	"	"	
7	<i>2</i>		"	"	"	<i>Hore a current South 21 mile</i>
8	<i>2</i>		"	"	"	
9	<i>0</i>		"	<i>Calm</i>	"	<i>Crew employed variously</i>
10	<i>0</i>		"	"	"	
11	<i>0</i>		"	"	"	
12	<i>0</i>		"	"	"	<i>Hore seen several both inboard and outboard bound</i>
1	<i>0</i>		"	"	"	
2	<i>0</i>		"	"	"	
3	<i>0</i>		"	"	"	
4	<i>0</i>		"	"	"	<i>9 AM Hore the lead and got new sand and broken shells 95 fms</i>
5	<i>0</i>		"	"	"	
6	<i>0</i>		"	"	"	
7	<i>0</i>		"	"	"	<i>This is the 51 day out from N.O.</i>
8	<i>0</i>		"	"	"	
9	<i>0</i>		"	"	"	
10	<i>0</i>		"	"	"	
11	<i>0</i>		"	"	"	<i>Bumps carefully attended</i>
12	<i>2</i>		<i>East</i>	"	"	

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
		<i>0-23</i>	<i>23-0</i>	<i>48 53</i>	<i>none</i>	<i>2 P<math>\frac{1}{2}</math></i>	<i>0-35</i>	<i>12 58</i>	<i>No Ob.</i>



From *New Orleans* towards *Harre France*

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, <i>Mon 30 day of August 1880</i>
1	1		East	SW	None	First part of this day thick weather and light breeze
2	1		"	"	"	
3	1		"	"	"	
4	2		"	"	"	7 PM Calm and thick fog
5	2		"	"	"	
6	2		"	"	"	12 Midnight weather as
7	0		"	Calm	"	4 AM
8	0		"	"	"	"
9	0		"	"	"	
10	0		"	"	"	8 Light breeze and foggy
11	0		"	"	"	clear sun several vessels
12	0		"	"	"	
1	0		"	"	"	10 Fine and clear light breeze
2	0		"	"	"	
3	0		"	"	"	
4	0		"	"	"	Loss of current SE 12 m
5	0		"	"	"	
6	0		"	"	"	This day ends fine and clear with light breeze
7	0		"	"	"	
8	1		"	"	"	
9	2		"	"	"	Crew employed scraping and various other jobs
10	2		"	"	"	
11	2		"	"	"	
12	2		"	"	"	Pumps attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
East	44'	0° 0'	28-8	48° 35'	48° 55'	2 Pto	0-44	12-16	No Ob.

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, <i>Tue 31 day of August 1880</i>
1	3		E by S	Bof	None	Throughout this 24 hours at times light breeze and heavy mist making it impossible to see but a short distance - Have seen several vessels in and found
2	3		"	"	"	
3	3		"	"	"	
4	3		"	"	"	
5	3		"	"	"	
6	3		"	"	"	
7	3		"	"	"	
8	3		"	"	"	930 PM spoke a Gunner Borgue bound for Harre 139 days out from India
9	3		"	"	"	
10	3		"	"	"	
11	3		"	"	"	
12	3		"	"	"	Crew employed cleaning pint
1	0		"	Calm	"	
2	0		"	"	"	
3	1		"	SW	"	Carpenter at work on deck
4	2		"	"	"	
5	4		"	"	"	Have a current E 7 miles
6	4		"	"	"	
7	4		"	"	"	This day ends fine and foggy clear 15 vessels in sight
8	4		"	"	"	
9	4		"	"	"	
10	4		"	"	"	
11	5		"	"	"	
12	5		"	"	"	Pumps carefully attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
		0° 28'	67-4	49° 23'	49° 25'	2 Pto	1° 50'	10° 26'	No Ob.

From *New Orleans* towards *Harre France*

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, <i>Tue 31 day of August 1880</i>
1	3		East	SW	None	This day commences with light breeze and cloudy weather
2	3		"	"	"	
3	3		"	"	"	
4	3		"	"	"	12 Midnight weather as
5	3		"	"	"	
6	3		"	"	"	230 AM made "Wolf Rock" light which bore N by E dist 12 miles from which I took a departure
7	3		"	"	"	
8	3		"	"	"	Lat of Light 49° 56' - 43" North
9	4		"	"	"	Long " " 5° 48' - 27" West
10	4		"	"	"	
11	4		"	"	"	
12	4		"	"	"	
1	4		"	"	"	4 AM thick fog and light breeze
2	4		"	"	"	
3	4		"	"	"	
4	4		"	"	"	This day ends with thick fog and moderate breeze
5	4		"	"	"	
6	4		"	"	"	
7	4		"	"	"	Crew employed cleaning pint
8	4		"	"	"	
9	4		"	"	"	
10	4		"	"	"	
11	4		"	"	"	
12	4		"	"	"	Pumps carefully attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
		0° 0'	31-6	49° 56'	No Ob.	2 Pto	0-49	4° 59'	No Ob.

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, <i>Tue 2nd day of Sept 1880</i>
1	7		E by S	South	None	Throughout this 24 hours light winds and thick fog
2	7		"	"	"	
3	7		"	"	"	Have two men constantly on the lookout
4	7		"	"	"	
5	7		"	"	"	
6	7		"	"	"	Have seen several vessels both in and out of sound
7	6		E by S	"	"	
8	6		"	"	"	
9	2		"	"	"	
10	1		"	"	"	Crew employed cleaning ship
11	2		E by S	"	"	
12	1		"	"	"	
1	5		"	"	"	This is our 54 day out from South Pass
2	5		"	"	"	
3	5		"	"	"	
4	5		"	"	"	
5	0		"	Calm	"	This day ends calm and thick foggy weather
6	0		"	"	"	
7	0		"	"	"	
8	0		"	"	"	
9	0		"	"	"	
10	0		"	"	"	
11	0		"	"	"	
12	0		"	"	"	Pumps carefully attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
		0° 27'	77-8	50° 23'	No Ob.	2 Pto	2-1	2° 58'	No Ob.



[illegible]



From

towards

In Port of *Harre France*

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	Sept	day of	1880	18-	
1	Sat		Sept 10 <sup>th</sup>	SM		{ First part of this day fine last part heavy rain and wind blowing a hurricane Bar 29.50 and falling discharge 58 tons 600 cwt Corn					
2											
3											
4											
5											
6											
7	Sun		" 11	Baf		{ Cloudy weather and cool 6 PM heavy squalls and light rain					
8											
9											
10											
11	Mon		" 12	vor		{ Squally weather and rain discharged 222 Bales cotton and finished discharging corn crew employed variously					
12											
1											
2											
3											
4	Tue		" 13	NNW		{ Squally with rain one man from shore employed with crew fitting ship's backstays Bar 29.75 and falling discharged 315 Bales cotton					
5											
6											
7											
8											
9											
10	Wed		" 14	WNN		{ Strong gale and heavy rain squalls discharged 224 Bales cotton crew employed fitting rig					
11											
12											
Course.			Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	day of	18		
1	Thu	Sept 15	NNW			Partly clear and rainy	1880	18		
2						discharged 248 bales cotton				
3						crew employed discharging				
4										
5	Fri	" 16	NN			Strong breeze and cloudy				
6						discharged 298 bales cotton				
7										
8	Sat	" 17				Stormy and cloudy discharged				
9						478 bales cotton and seed				
10						12 Loads bellot one boy come to work				
11										
12	Sun	" 18	NN			Strong gale and cloudy				
1						weather sterdow discharging				
2						Stores used 8 Loads Stone				
3						bellot making total of 25 tons				
4										
5	Mon	19	NNW			Fine clear weather and				
6						strong NNW wind fine				
7						discharging cotton and				
8						stores				
9										
10	Tue	21	South			Cloudy and light-breeze finished				
11						discharging cotton and stores				
12						crew employed on rigging				
Course.		Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.

From

towards

In Port of *Harre France*

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	day of	18			
1	Wed		Sept 22	NNW		{	Fine clear weather finished	Sept			
2									discharging and cargo not	found correct 4073 Bales cotton	
3											and 4440 Stores
4											
5											
6	Thu		" 23	NNE		{	Fine moved ship and filled	water rigged out platform			
7									and Sunday the ports in		
8										preparation for sea	
9											
10											
11	Fri		" 24	NNE		{	Fine weather crew employed	getting ready for sea			
12									2nd mate back and off		
1										duty	
2											
3											
4	Sat		" 25	East		{	Crew employed getting ready	for sea 2nd mate still			
5									sick Fine weather		
6											
7											
8	Sun		" 26	East		{	Fine clear main weather				
9											
10	Mon		" 27	East					{	Fine weather all ready for	sea draft of Ship 13-1 aft
11											
12											
Course.		Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	day of	18	
1						Fine clear weather <del>At</del> PM took Pilot-armed made sail for H. Co. 5 discharged Pilot- and four boat and procured on our voyage with a crew of 13 men & Boys this day has but 18 hours to close Heaton log and commence sea log			
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
12									
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
12									
Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.



From

Karne

towards

South Pass

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	day of	18
1								
2								
3								
4								
5								
6	5		NNW	NE	none	5 PM Cape Light bore		
7	5		"	"	"	SE 4 E dist 8 miles from		
8	5		"	"	"	while I take a departure		
9	5		"	"	"	Lat of Light 49° 31' North		
10	5		"	"	"	Long " " 0° 4' East		
11	5		"	"	"			
12	5		"	"	"			
1	5		NW	East	"	Have been employed for		
2	5		"	"	"	this day get ship ready		
3	5		"	"	"	for sea		
4	5		"	"	"			
5	3		NW	"	"	Carpenter employed for		
6	3		"	"	"	Saw several vessels standing		
7	3		"	"	"	to the eastward		
8	3		"	"	"			
9	2		"	"	"			
10	3		"	"	"			
11	2		NW	"	"	Pumps well attended		
12	3		"	"	"	Ship making no more		

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
		0°-38	11-5	50-09	50-0	19°W	2-1	2°-5'	2-13

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	day of	1880
1	5		NW	East	None	Fine hazy weather and	Thu 30	
2	5		"	"	"	light breeze		
3	5		"	"	"			
4	5		"	"	"			
5	5		"	"	"	Crew employed variously		
6	5		"	"	"	Carpenter caulking outside		
7	5		"	"	"			
8	5		"	"	"			
9	7		"	"	"			
10	7		"	"	"	Have a current this 24		
11	7		"	"	"	hours West 10 miles		
12	7		"	"	"			
1	6		"	"	"			
2	6		"	"	"	Saw several standing		
3	6		"	"	"	to the eastward		
4	6		"	"	"			
5	6		"	"	"			
6	6		"	"	"			
7	6		"	"	"			
8	6		West	"	"	Pumps attended		
9	6		"	"	"			
10	6		NW	"	"			
11	6		"	"	"			
12	6		"	"	"			

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
		0°-32	146-0	49°-28	49°-27	19°W	3°-5'	5°-41'	5-39

From

Karne

towards

South Pass

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	day of	1880
1	5		NW	SE	None	First part fine and clear	Fri 7	
2	5		"	"	"	with light breeze		
3	5		"	"	"			
4	6		"	"	"	4 to 12 cloudy and light-		
5	6		"	"	"	air from the southward		
6	5		"	"	"			
7	5		"	"	"			
8	5		"	"	"	12 to 8 weather do		
9	5		"	"	"			
10	5		"	"	"			
11	5		"	"	"	2 men employed repairing		
12	5		"	"	"	found other employed		
1	1		NW	"	"	variously		
2	1		"	"	"			
3	1		"	"	"	Carpenter caulking outside		
4	1		"	"	"			
5	2		NW	SE	"			
6	2		"	"	"	This day end moderate		
7	2		"	"	"	and cloudy		
8	2		"	"	"			
9	3		NW	"	"			
10	2		"	"	"	Pumps attended		
11	3		"	"	"			
12	3		"	"	"	Ship makes no more		

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
		0°-29	71-9	48°-57	48°-58	22°W	1-20	7°-31'	8°-1'

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	day of	1880
1	2		NW	West	None	Cool cloudy weather throughout	Sat 2	
2	2		"	"	"			
3	3		"	"	"			
4	2		"	"	"			
5	3		NW	"	"	Crew employed trimming		
6	2		"	"	"	ballast and various other		
7	2		"	"	"	for		
8	1		"	"	"			
9	2		NW	"	"	Carpenter caulking outside		
10	1		"	"	"			
11	1		SE	"	"			
12	1		"	"	"			
1	2		SE	"	"			
2	1		"	"	"	This day ends cloudy and		
3	2		"	"	"	moderate breeze and light-		
4	1		"	"	"	rain		
5	2		"	"	"			
6	1		"	"	"			
7	2		"	"	"			
8	1		"	"	"			
9	2		SE	"	"	Pumps attended		
10	1		"	"	"			
11	2		"	"	"			
12	1		"	"	"	4 days out from home		

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
		0°-19'	21.7	48°-43'	No Ob	22°W	0°-33'	8°-04'	8-18



From

Harro

towards

South Pass

H.	K.	1/2 K.	Courses.	Winds.	Leeway.	Remarks, Sun 3 day of Oct 1880
1	1		SW by W	North	None	First part of this day light
2	1		"	"	"	airs and cloudy
3	1		"	"	"	
4	2		"	"	"	6 to 10 weather do
5	2		WSW	"	"	
6	1		"	"	"	
7	1		W by S	"	"	12 midnight - Filled masted
8	1		"	"	"	and miz topgallant sail
9	1		"	"	"	Strong breeze and light rain
10	3		"	"	"	
11	5		"	NE	"	
12	7		"	"	"	4 AM Set masted and over
1	7		"	"	"	for
2	7		"	"	"	
3	7		"	"	"	
4	7		"	E by S	"	This day ends cloudy strong
5	8		"	"	"	breeze and light rain
6	8		"	"	"	
7	8		"	"	"	
8	8		"	"	"	Crew employed scrubbing
9	8		WSW	S E	"	
10	8		"	"	"	
11	8		"	"	"	Lamps attended
12	8		"	"	"	

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
		1°-12'	93-2	47°31'	No Obs	22°W	2°20'	10°24'	No Obs

H.	K.	1/2 K.	Courses.	Winds.	Leeway.	Remarks, Mon 4 day of October 1880
1	7		WSW	S E	None	First part of this day cloudy
2	7		"	"	"	Strong breeze and light rain
3	7		"	"	"	
4	7		"	"	"	6 Filled fore and main gbs
5	6		"	"	"	fore and main topsails
6	6		"	"	"	miz upper and lower topsails
7	6		"	"	"	and fore - set reefed spanker
8	9		"	"	"	Strong gale and increasing
9	1		E by N	"	3 Rb	
10	1		"	"	"	8 PM more ship to the South
11	1		"	"	"	ber 29.00 and falling
12	1		"	"	"	
1	1		ES E	"	"	
2	1		"	"	"	6 AM Set reefed fore and
3	1		"	"	"	and reefed main topsail
4	1		"	"	"	Strong breeze and heavy
5	1		"	"	"	rain
6	1		"	"	"	
7	1		"	"	"	
8	1		"	"	"	This day ends with ship
9	1		"	"	"	breeze and heavy rain
10	1		"	"	"	
11	1		"	"	"	
12	1		"	"	"	Lamps attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
		0-33	20-1	46°59'	47°04'	22°W	0°30'	10°54'	10°59'

From

Harro

towards

South Pass

H.	K.	1/2 K.	Courses.	Winds.	Leeway.	Remarks, Tue 5 day of October 1880
1	1		WNW	NE	4 Rb	Strong Gale lying to under
2	1		"	"	"	reefed spanker fore and main
3	1		"	"	"	topsail and main spanker
4	1		"	"	"	
5	1		"	"	"	10 PM weather do
6	1		"	"	"	
7	1		S by W	"	"	12 midnight ..
8	1		"	"	"	
9	1		South	"	"	
10	1		"	"	"	
11	3		N W	"	"	1 AM fore and spanker
12	3		"	"	"	Strong Gale and heavy sea
1	2		N by W	"	None	
2	2		"	"	"	
3	2		"	"	"	4 AM Kept away set fore and
4	2		"	"	"	fore and main reefed topsails
5	6		WSW	"	"	
6	6		"	"	"	
7	7		"	"	"	This day ends with ship
8	7		"	"	"	breeze and heavy rain
9	8		"	"	"	
10	8		"	"	"	Crew employed scrubbing
11	8		"	"	"	
12	8		"	"	"	Lamps attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
		0°46'	55-8	46°12'	No Obs	22°W	1°-21'	12°15'	No Obs

H.	K.	1/2 K.	Courses.	Winds.	Leeway.	Remarks, Wed 6 day of October 1880
1	8		WSW	NE	None	First part of this day Strong
2	8		"	"	"	gale and heavy rain
3	8		"	"	"	

Oct 6 1880

Have experienced during this 24 hours a violent-  
Hurricane which blew with great fury for 12 hours  
6 AM Saw a Ship standing to the Southward  
with fore topgallant and mizzen-mast gone name  
of Ship unknown

H.	K.	1/2 K.	Courses.	Winds.	Leeway.	Remarks
4	1		SW	North	"	but still blowing heavy
5	6		"	"	"	and at times frequent
6	6		"	"	"	heavy sea squalls - Saw
7	6		"	"	"	a ship steering to the Southward
8	9		"	"	"	with fore topgallant-mast and
9	6		SWW	"	"	mizzen mast gone - 12 noon
10	6		"	"	"	more moderate but a howling
11	7		"	"	"	wind found Ship making no water
12	7		"	"	"	

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
		2°-45'	110	43°27'	43°23'	22°W	2°35'	14°50'	14°52'



From

Harrow

towards

South Pass

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Thu 7 day of October 1880
1	8		S. N. E. S	North	None	Strong breeze and frequent heavy squalls
2	8		"	"	"	
3	8		"	"	"	
4	8		"	"	"	4 P.M. more moderate Shook reef out fore sail and set fore main and top sails
5	8		S. N. E. W	"	"	
6	8		"	"	"	
7	8		"	"	"	6 P.M. heavy squalls and rain
8	8		"	"	"	
9	9		"	"	"	12 midnight - weather do
10	9		"	"	"	
11	9		"	"	"	4 AM
12	9		"	"	"	"
1	9		"	"	"	"
2	9		"	"	"	"
3	9		"	"	"	8 "
4	9		"	"	"	"
5	9		"	"	"	10 " Shook reef out main top sail at main gaff and mainsail strong breeze and heavy sea crew employed variously
6	9		"	"	"	
7	9		"	"	"	
8	9		"	"	"	
9	9		"	"	"	Pumps carefully attended
10	9		"	"	"	Ship makes no water
11	9		"	"	"	
12	9		"	"	"	

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
	2° 48'	2° 48'	97.4	48° 35'	48° 33'	22 1/2 N	2-11	17° 1'	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Fri 8 day of Oct- 1880
1	8		S. N. E. W	N. E.	None	Fine clear weather with frequent light squalls
2	8		"	"	"	
3	8		"	"	"	
4	8		S. N.	"	"	Crew employed sweeping and on rigging
5	8		"	"	"	
6	8		"	"	"	
7	8		"	"	"	
8	8		"	"	"	Saw several vessels steering to the eastward
9	8		"	"	"	
10	8		"	"	"	
11	8		"	"	"	
12	8		"	"	"	
1	6		"	"	"	
2	6		"	"	"	This day ends fine and clear, with moderate breeze and heavy sea
3	6		"	"	"	
4	6		"	"	"	Carpenter at work on deck
5	6		"	"	"	
6	6		"	"	"	
7	6		"	"	"	
8	6		"	"	"	
9	6		"	"	"	Pumps attended
10	6		"	"	"	
11	6		"	"	"	
12	6		"	"	"	

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
	2° 18'	57-40	38° 12'	38° 13'	22 1/2	1° 14'	18-15	No Ob.	

From

Harrow

towards

South Pass

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Sat 9 day of October 1880
1	6		S. N. E.	N. E.	None	Fine weather moderate breeze and partly cloudy
2	6		"	"	"	
3	6		"	"	"	
4	6		"	"	"	Crew employed at various jobs
5	6		"	"	"	
6	6		"	"	"	Carpenter at work on deck
7	6		"	"	"	
8	6		"	"	"	
9	6		"	"	"	Saw a Bark at 8 am standing to the Eastward
10	6		"	"	"	
11	6		"	"	"	
12	6		"	"	"	
1	6		"	"	"	
2	5-		"	"	"	This day ends with moderate breeze partly cloudy weather
3	5-		"	"	"	
4	5-		"	"	"	
5	5-		"	"	"	
6	5-		"	"	"	
7	5-		"	"	"	Ship makes no water
8	5-		"	"	"	
9	5-		"	"	"	Pumps carefully attended
10	5-		"	"	"	
11	5-		"	"	"	
12	5-		"	"	"	

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
	2° 5'	50.9	36° 12'	36° 10'	22 1/2 N	1° 2'	19° 17'		

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Sun 10 day of October 1880
1	5-		S. N.	N. E.	None	Fine clear weather with moderate breeze throughout
2	5-		"	"	"	
3	5-		"	"	"	
4	5-		"	"	"	
5	5-		"	"	"	
6	5-		"	"	"	
7	5-		"	"	"	
8	5-		"	"	"	
9	5-		"	"	"	Several vessels in sight steering various ways
10	5-		"	"	"	
11	4		"	"	"	
12	4		"	"	"	
1	4		"	"	"	
2	4		"	"	"	
3	4		"	"	"	
4	4		"	"	"	
5	4		"	"	"	
6	4		"	"	"	
7	4		"	"	"	
8	4		"	"	"	
9	4		"	"	"	Pumps attended
10	4		"	"	"	
11	4		"	"	"	
12	4		"	"	"	

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
	1° 35'	40.7	34° 42'	34° 35'	22° N	51-0	20 8		



From *Harre*

towards

*South Pass*

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, <i>Mon 11 day of October 1880</i>
1	4		S <sup>W</sup>	NE	None	First part of this day strong breeze and fine
2	4		"	"	"	
3	3		"	"	"	
4	3		"	"	"	8 to 12 calm
5	2		"	"	"	
6	2		"	"	"	
7	2		"	"	"	12 to 4 weather do
8	1		"	"	"	
9	1		"	"	"	
10	1		West	Calin	None	4 to 12 light var winds
11	1					
12	0					
1						Have seen several vessels standing var ways
2						
3						
4						
5						
6						Pumps attended
7						
8						
9						
10						Crew employed variously
11						
12						

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
		29'	21-6	33-50	33-45	22 1/2 N	0-26	25-34	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, <i>Tue 12 day of Oct 1880</i>
1	5		N <sup>W</sup> by N	S <sup>W</sup>	None	First part of this day strong breeze and clear
2	5		"	"	"	
3	5		"	"	"	
4	5		"	"	"	2 P Noon Ship to the South
5	5		S <sup>E</sup> by E	"	1 1/2 Pts	4 " Tacked main G. & S
6	5		"	"	"	
7	6		"	"	"	
8	6		"	"	"	
9	6		"	"	"	8 Weather do
10	6		"	"	"	
11	6		"	"	"	
12	6		"	"	"	12 Blue Gore upper topmast away sent it down and cut new one
1	6		"	"	"	
2	6		"	"	"	
3	5		"	"	"	Crew employed variously
4	5		"	"	"	
5	4		"	"	"	
6	4		"	"	"	
7	4		S <sup>S</sup> E	"	"	This day ends with strong breeze and clear
8	4		"	"	"	
9	4		"	"	"	
10	4		"	"	"	
11	4		"	"	"	
12	4		"	"	"	Pumps attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
		0 15	71 3	38-30	38-28	22 1/2 N	1-25	19 9	Mo do

From

*Harre*

towards

*South Pass*

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, <i>Tue 13 day of October 1880</i>
1	4		S <sup>E</sup> by S	S <sup>W</sup>	1 Pts	First part of this day moderate and cloudy
2	4		"	"	"	
3	4		"	"	"	
4	4		"	"	"	
5	4		"	"	"	10 a m weather do
6	4		"	"	"	Carpenter employed caulking
7	4		"	"	"	
8	3		S <sup>S</sup> E	"	"	
9	4		"	"	"	12 No " "
10	3		"	"	"	
11	4		"	"	"	
12	4		"	"	"	Crew employed scraping
1	3		N <sup>W</sup> by N	"	6 "	
2	2		"	"	"	One man constantly employed repairing sails
3	2		"	"	"	
4	2		"	"	"	
5	2		"	"	"	
6	2		"	"	"	
7	2		"	"	"	This day end moderate and cloudy
8	2		"	"	"	
9	2		"	"	"	
10	2		"	"	"	
11	2		"	"	"	
12	2		"	"	"	Pumps attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
		0-1'	27-0	33-27	33-28	22 1/2 N	0-38	18-36	Mo do

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, <i>Thurs 14 day of October 1880</i>
1	3		N <sup>W</sup> by N	S <sup>W</sup>	2 Pts	First part of this day moderate with light breeze and cloudy
2	3		"	"	"	
3	3		"	"	"	
4	3		"	"	"	
5	3		"	"	"	
6	3		"	"	"	12 Noon Weather do
7	1		S <sup>S</sup> N	West	None	
8	1		"	"	"	
9	2		"	"	"	
10	1		"	"	"	8 am Bunt old rotund
11	2		S <sup>W</sup> by S	"	"	
12	1		"	"	"	
1	2		"	"	"	
2	1		"	N <sup>W</sup>	"	Carpenter caulking
3	2		"	"	"	
4	1		"	"	"	
5	3		"	"	"	Crew employed variously
6	2		"	"	"	
7	3		"	"	"	
8	2		"	"	"	
9	4		"	"	"	
10	4		"	"	"	
11	4		"	"	"	
12	4		"	"	"	Pumps attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
		0-39	19-5	35-48	35-48	22 1/2 N	0 24	19-0 1	18-37



From

Harre

towards

South Pass

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Fri-15 day of October 1880
1	4		SW	North	None	First part of this day fine
2	4					made good weather and light
3	4		SW by W	"	"	breeze
4	4		"	"	"	
5	4		"	"	"	8 to 10 calm
6	3		"	"	"	
7	1		"	"	"	12 M Moderate breeze from
8	1		"	"	"	Westward
9	1		"	"	"	
10	2		South	WSW	"	Saw some packages floating
11	3					by and had the appearance
12	4		SW by W	"	"	of being in the water but
1	4		"	"	"	a short time
2	5		"	"	"	
3	4		"	"	"	
4	5		SSW	West	"	
5	5		"	"	"	This day ends fine
6	5		"	"	"	and moderate fine
7	6		"	"	"	
8	5		"	"	"	
9	5		"	"	"	
10	5		"	"	"	
11	5		"	"	"	Pumps attended
12	5		"	"	"	

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
		1°-29'	12-3	31°-9'	31°-14'	22½°W	0°-15'	19°-15'	16 Or

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, day of 18
1	5		SW	W by W	None	Fine clear weather with
2	5		"	"	"	moderate breeze throughout
3	5		"	"	"	
4	5		"	"	"	
5	5		"	"	"	
6	5		"	"	"	crew employed variously
7	3		"	"	"	
8	3		"	"	"	
9	3		"	"	"	
10	3		"	"	"	Carpenter at work outside
11	4		"	"	"	
12	4		"	"	"	
1	5		"	"	"	
2	5		"	"	"	Saw several vessels standing
3	5		"	"	"	to the Southward
4	5		WSW	"	"	
5	6		"	"	"	
6	6		"	"	"	
7	6		"	"	"	
8	6		"	"	"	
9	6		"	"	"	Pumps attended
10	6		"	"	"	
11	6		"	"	"	
12	6		"	"	"	

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
		1°-37'	12-9	29-37	29-09	22°W	1-10	20 25	16 Or

From

Harre

towards

South Pass

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Sun 17 day of October 1880
1	6		WSW	W by W	None	Fine clear moderate weather
2	6		"	"	"	with light breeze throughout
3	6		"	"	"	
4	6		"	"	"	
5	6		"	"	"	First part of this day crew
6	6		"	"	"	employed variously
7	6		"	"	"	
8	6		"	"	"	Carpenter at work outside
9	6		"	"	"	
10	6		"	"	"	
11	6		"	"	"	Saw several vessels standing
12	6		"	"	"	to the Southward
1	5		"	"	"	
2	5		"	"	"	
3	5		"	"	"	
4	5		"	"	"	This day ends with light
5	5		"	"	"	breeze and partly cloudy
6	5		"	"	"	
7	5		"	"	"	
8	5		"	"	"	
9	5		"	"	"	
10	5		"	"	"	Pumps attended
11	5		"	"	"	
12	5		"	"	"	

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
		1°-33'	93-3	27°35'	27°32'	22½°W	1-46	22-11	21°-15'

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Mon 18 day of October 1880
1	4		WSW	W by W	None	Fine clear weather throughout
2	4		"	"	"	
3	4		"	"	"	Several vessels in sight
4	4		"	"	"	
5	4		"	"	"	
6	4		"	"	"	crew employed variously
7	4		"	"	"	and setting up mizzens
8	4		"	"	"	rigging
9	4		"	"	"	
10	4		"	"	"	Carpenter at work outside
11	4		"	"	"	
12	4		"	"	"	
1	4		"	"	"	
2	3		"	"	"	Have found that we
3	3		"	"	"	have few easterly current
4	3		"	"	"	about 12 miles per hour
5	2		"	"	"	
6	3		"	"	"	
7	2		"	"	"	
8	3		"	"	"	
9	2		"	B by W	"	Pumps attended
10	1		"	"	"	
11	2		"	"	"	
12	2		"	"	"	

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
		0°54'	54 4	26-41	26-41	22½°	1-1	25 12	



From

Harre

towards

South Pass

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	day of	1880
1	2		WSM	East-	none	Fine clear weather throughout	19	October
2	2		"	"	"	with light breeze		
3	2		"	"	"			
4	2		"	"	"			
5	2		"	"	"	Crew employed variously		
6	2		"	"	"			
7	2		"	"	"			
8	2		"	"	"			
9	2		"	"	"	Carpenter at work outside		
10	2		"	"	"			
11	2		"	"	"			
12	2		"	"	"			
1	2		"	"	"	Several reefs in sight		
2	2		"	"	"	bound to the Southward		
3	2		"	"	"			
4	2		"	"	"			
5	2		"	"	"			
6	2		"	"	"			
7	2		"	"	"			
8	2		"	"	"	Pumps attended		
9	2		SSM	"	"			
10	2		"	"	"			
11	2		"	"	"			
12	2		"	"	"			

Course. Distance. Diff. of Lat. Departure. Lat. by D. R. Lat. by Ob. Variation. Diff. of Lon. Lon. in. Lon. by Ob.

0°37' 31-4 26°05' 26°06' 22½° 0°35' 23°47'

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	day of	18
1	3		WSM	East	none	First part of this day		
2	3		"	"	"	light breeze and clear		
3	3		"	"	"			
4	4		"	"	"			
5	4		"	"	"			
6	3		"	"	"	12 midnight. Strong breeze		
7	3		"	"	"	and squally shower		
8	3		WSM	SSE	"	3 knots viz. 18 98		
9	3		"	"	"	4 AM weather do		
10	4		"	"	"			
11	5		"	"	"			
12	5		"	"	"	8 " " "		
1	6		"	"	"			
2	7		"	"	"			
3	6		"	"	"			
4	7		"	"	"	This day incl. cloudy		
5	6		WSM	SSM	"	with strong SSM wind		
6	6		"	"	"			
7	6		"	"	"	Crew employed variously		
8	6		"	"	"			
9	6		"	"	"			
10	6		"	"	"			
11	6		"	"	"	Pumps attended		
12	6		"	"	"			

Course. Distance. Diff. of Lat. Departure. Lat. by D. R. Lat. by Ob. Variation. Diff. of Lon. Lon. in. Lon. by Ob.

0°20' 108-3 25°45' 25°50' 22½° 2°-0' 25°47' No Ob.

From

Harre

towards

South Pass

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	day of	1880
1	6		WSM	SSM		Throughout these 24 hours	21	October
2	5		"	"		Strong SSM and squally		
3	6		"	"				
4	5		"	"		4 PM Galed low 988		
5	5		"	"		and more ship to the South		
6	6		SSE	WSM				
7	5		"	"		8 " Weather do		
8	6		"	"				
9	5		"	"		12 midnight- weather do		
10	5		"	"				
11	5		"	"				
12	6		"	"		8 AM more moderate and		
1	5		SSE	"		partly clear sit. main all		
2	5		"	"		Crew employed variously		
3	5		"	"				
4	5		"	"		Carpenter at work on 988		
5	5		"	"				
6	5		"	"				
7	5		"	"				
8	5		"	"				
9	5		"	"				
10	5		"	"				
11	5		"	"		Pumps attended		
12	5		"	"				

Course. Distance. Diff. of Lat. Departure. Lat. by D. R. Lat. by Ob. Variation. Diff. of Lon. Lon. in. Lon. by Ob.

1°-17' 26-8 24°33' 24°33' 22½° 0°30' 25-17'

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	day of	1880
1	5		SSE	WSM	none	First part of this day strong	22	October
2	5		"	"	"	breeze and cloudy		
3	5		"	"	"			
4	5		"	"	"	8 PM weather do		
5	5		"	"	"			
6	3		"	"	"	12 midnight more ship to		
7	2		"	"	"	the Northward light breeze		
8	2		"	"	"	and cloudy		
9	2		SSE	"	"			
10	2		"	"	"			
11	2		"	"	"	4 to 10 AM calm		
12	2		"	"	"			
1	2		WSM	SSE	"			
2	1		"	"	"	Crew employed variously		
3	2		"	"	"			
4	1		"	"	"	Carpenter caulking		
5	0		"	Calm	"			
6	0		"	"	"			
7	0		"	"	"	This day incl. fine		
8	0		"	"	"	and light breeze		
9	0		"	"	"			
10	0		"	"	"			
11	2		WSM	"	"	Pumps attended		
12	2		"	"	"			

Course. Distance. Diff. of Lat. Departure. Lat. by D. R. Lat. by Ob. Variation. Diff. of Lon. Lon. in. Lon. by Ob.

0°31' 13-9 24°02' 24°03' 22½° 0°158' 25-02'



From

Havre

towards

South Pass

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Sat 23 day of October 1880
1	6		West-	South	None	Line clear weather throughout
2	7		"	"	"	
3	7		"	"	"	
4	7		"	"	"	Crew employed variously
5	7		"	"	"	
6	7		"	"	"	
7	7		"	"	"	Carpenter at work outside
8	7		"	"	"	
9	6		"	"	"	
10	6		"	"	"	
11	6		"	"	"	
12	6		"	"	"	This day ends fine and clear with light breeze
1	3		"	"	"	
2	4		"	"	"	
3	3		"	"	"	
4	4		"	"	"	
5	3		"	"	"	
6	3		"	"	"	
7	3		"	"	"	
8	3		"	"	"	Pumps attended
9	3		"	"	"	
10	4		"	"	"	
11	4		"	"	"	
12	4		"	"	"	

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
		0°34'	114.8	23°28'	23°30'	75° N	2-5	27-7	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Sun 24 day of Oct 1880
1	3		West-	SSW	None	First part of this day fine and clear with strong SSW wind
2	3		"	"	"	
3	3		"	"	"	
4	3		"	"	"	
5	4		"	"	"	9 PM Galed 3 Raps and outer pit strong breeze and cloudy
6	4		"	"	"	
7	4		"	"	"	
8	4		"	"	"	
9	4		WNW	"	"	12 M weather do
10	6		"	"	"	
11	7		"	"	"	4 am do
12	6		"	"	"	
1	6		WNW	"	"	9 am Galed 4 or 5 and more ship to the South strong breeze and heavy black clouds to the NW
2	7		"	"	"	
3	6		"	"	"	
4	7		"	"	"	
5	6		WNW	"	"	
6	6		"	"	"	
7	6		"	"	"	Crew employed variously
8	6		"	"	"	
9	4		"	"	"	
10	4		"	"	"	
11	3		"	"	"	Pumps attended
12	3		"	"	"	

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
		0-19	102	23 26	23°19'	15° N	1-52	28 59	27 06

From

Havre

towards

South Pass

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Mon 25 day of October 1880
1	3		SE	SSW	None	First part of this day strong breeze and cloudy with frequent squalls
2	2		WNW	"	"	
3	2		"	"	"	
4	2		"	"	"	
5	2		"	"	"	12 Midnight weather do
6	1		"	"	"	
7	1		"	"	"	2 am More ship to the South
8	2		"	"	"	
9	1		"	"	"	4 am Set main Y.G.S strong
10	2		"	"	"	10 am and squalls

Oct 25-1880  
 Have this day finished scraping  
 have during this voyage scraped  
 planed and couled the Ship outside  
 O.L. Carr

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
		0-2'	39-	23°16'	23°14'	15° N	0-42	29-41	No Ob.

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Tue 26 day of October 1880
1	2		West-	WNE	None	Line clear weather throughout with very heavy swell from WNW and light air
2	2		"	"	"	
3	2		"	"	"	
4	2		"	"	"	
5	2		"	"	"	
6	2		"	"	"	Crew employed variously
7	2		"	"	"	
8	2		"	"	"	
9	2		"	"	"	Carpenter at work outside
10	2		"	"	"	
11	2		"	"	"	
12	2		"	"	"	
1	2		"	"	"	
2	2		"	"	"	
3	2		"	"	"	
4	2		"	"	"	
5	2		"	"	"	
6	2		"	"	"	
7	2		"	"	"	
8	2		"	"	"	Pumps well attended
9	2		"	"	"	
10	2		"	"	"	
11	2		"	"	"	
12	2		"	"	"	

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
		0-19	44.3	22°57'	22°53'	22° N	0-48	30-29	



From *Barre* towards *South Pass*

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, <i>Wed 27 day of October 1880</i>
1	2		West	NE	None	Line clear weather throughout
2	2		"	"	"	with light breeze and
3	2		"	"	"	and hot sultry weather
4	2		"	"	"	
5	2		"	"	"	
6	2		"	"	"	Crew employed sawing
7	2		"	"	"	spars &c
8	2		"	"	"	
9	2		"	"	"	
10	2		"	"	"	
11	2		NW	SE	"	Carpenter caulking
12	4		West	SE	"	
1	4		"	"	"	
2	4		"	"	"	
3	4		"	"	"	Have seen several vessels
4	4		"	"	"	standing NE
5	4		"	"	"	
6	4		"	"	"	
7	4		"	"	"	
8	4		"	"	"	
9	3		"	"	"	Pumps attended
10	4		"	"	"	
11	3		"	"	"	
12	4		"	"	"	

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
	0-31	68.9	22°22'	22°21'	15°N	0-48	31-17		

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, <i>Thu 28 day of October 1880</i>
1	2		West	SE	None	Line clear weather
2	2		"	"	"	throughout with light
3	2		"	"	"	boffling winds
4	2		"	"	"	
5	2		"	"	"	
6	2		"	"	"	Crew employed variously
7	2		"	"	"	
8	2		"	"	"	
9	2		"	"	"	Carpenter at work
10	2		"	"	"	outside
11	2		"	"	"	
12	2		NW	SE	"	One man constantly
1	2		"	"	"	employed repairing
2	2		"	"	"	sails
3	2		"	"	"	
4	2		"	"	"	
5	1		"	"	"	Have seen several
6	1		"	"	"	vessels bound to the
7	1		"	"	"	westward
8	1		"	"	"	
9	1		"	"	"	
10	1		"	"	"	
11	1		"	"	"	Pumps attended
12	1		"	"	"	

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
	0°03'	29	22°20'	22°23'	15°N	0-30	31°47'	31°04'	

From *Barre* towards *South Pass*

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, <i>Fri 29 day of October 1880</i>
1	1		North	SE	None	Line clear weather throughout
2	1		"	"	"	with light baffling winds
3	1		"	"	"	
4	1		"	"	"	5 PM to 8 Calm
5	0		Calm	"	"	
6	0		"	"	"	
7	0		"	"	"	Crew employed variously
8	0		"	"	"	
9	3		West	South	"	2 men painting outside
10	4		"	"	"	
11	5		"	"	"	
12	5		"	"	"	Carpenter at work on YG
1	5		"	"	"	forecastle
2	4		"	"	"	
3	0		"	Calm	"	
4	0		"	South	"	4 AM 11 Sails in sight
5	1		"	"	"	
6	1		"	"	"	
7	2		"	"	"	
8	3		"	"	"	
9	2		"	"	"	
10	2		"	"	"	
11	2		"	"	"	Pumps attended
12	2		"	"	"	

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
	0-9	30.0	22°14'	22°14'	15°N	0°39'	31°57'	31°37'	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, <i>day of 1880</i>
1	2		West	SE	None	Line clear weather throughout
2	2		"	"	"	with light breeze and a heavy
3	2		"	"	"	N.W. swell.
4	3		NW	"	"	
5	3		"	"	"	Crew employed variously
6	2		"	"	"	finished painting outside
7	2		"	"	"	
8	2		"	"	"	
9	2		"	"	"	Carpenter at work on
10	2		"	"	"	YG fore-castle
11	2		"	"	"	
12	2		"	"	"	
1	2		"	"	"	Have seen several vessels
2	2		"	"	"	standing to the westward
3	2		"	"	"	
4	2		"	"	"	
5	4		"	"	"	
6	5		"	"	"	
7	4		"	"	"	Pumps attended
8	5		"	"	"	
9	4		"	"	"	
10	5		"	"	"	
11	4		"	"	"	
12	5		NW	SE	"	

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
	0°13'	67-6	21-58	21-1	15°N	0°13'	33°10'		



From

towards

Harro

South Pass

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, San 31 day of October 1880
1	5		N by N	SSW	none	First part of this day
2	6		"	"	"	strong breeze and partly
3	6		"	"	"	clear weather
4	6		"	"	"	
5	6		"	"	"	crew employed scraping
6	6		"	"	"	foremast
7	4		"	"	"	
8	4		"	"	"	
9	4		N by N	SW	"	Carpenter at work on deck
10	5		"	"	"	
11	4		"	"	"	Saw several vessels standing
12	5		"	"	"	to the Westward
1	4		N by N	SW by S	"	
2	5		"	"	"	
3	4		"	"	"	
4	5		"	"	"	This day ends moderate
5	5		N by N	"	"	and partly cloudy
6	5		"	"	"	
7	6		"	"	"	
8	6		"	"	"	
9	6		"	"	"	
10	6		"	"	"	
11	6		"	"	"	
12	5		"	"	"	Pumps well attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
		0° 3'	78-	22° 04'	22-1	15° W	1° 24'	34° 34'	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Nov 1 day of November 1880
1	5		N 1/2 N	SSW	None	Fine clear weather throughout
2	4		"	"	"	with light Breeze and
3	5		"	"	"	
4	5		"	"	"	
5	5		N by N	"	"	crew employed setting up
6	5		"	"	"	main rigging and tacking
7	3		N by N	"	"	down
8	4		"	"	"	
9	3		N by N	"	"	
10	3		"	"	"	Carpenter at work on
11	3		"	"	"	forecastle
12	3		"	"	"	
1	2		N by N	"	"	
2	2		"	"	"	
3	1		"	"	"	Have allowed 8 miles
4	1		"	"	"	North for more of sail
5	1		"	"	"	
6	1		"	"	"	
7	2		N by S	"	"	
8	3		"	"	"	
9	3		"	"	"	
10	3		"	"	"	
11	3		"	"	"	
12	2		"	"	"	Pumps well attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
		0° 4'	70	21-27	21 27	10° W	1-16	35 55	

From

towards

Harro

South Pass

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Nov 2 day of November 1880
1	4		N by S	SSW	None	Fine clear weather throughout
2	3		"	"	"	with moderate breeze
3	4		"	"	"	
4	3		"	"	"	
5	4		"	"	"	crew employed tacking and
6	3		"	"	"	painting aloft
7	4		"	"	"	
8	3		"	"	"	
9	3		"	"	"	Carpenter at work on
10	3		"	"	"	forecastle deck
11	3		"	"	"	
12	5		"	"	"	
1	4		"	"	"	Saw a Barge standing
2	5		"	"	"	to the Northward
3	4		"	"	"	
4	5		"	"	"	
5	3		"	"	"	
6	3		"	"	"	This day ends fine and
7	3		"	"	"	clear with a heavy Northw.
8	3		"	"	"	swell
9	4		"	"	"	
10	5		"	"	"	
11	4		"	"	"	
12	5		"	"	"	Pumps attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
		0 34	81 3	21° 23'	21° 25'	15° W	1° 27'	37-17	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Nov 3 day of November 1880
1	2		N by S	SSW	None	Fine clear weather with
2	3		"	"	"	moderate breeze throughout
3	2		"	"	"	
4	3		"	"	"	crew employed variously
5	2		"	"	"	
6	3		"	"	"	
7	3		"	"	"	Set up Port main Rigging
8	3		"	"	"	
9	4		"	"	"	
10	4		"	"	"	Carpenter caulking 99
11	4		"	"	"	forecastle
12	4		"	"	"	
1	5		"	"	"	
2	6		"	"	"	Have seen several vessels
3	5		"	"	"	standing to the westward
4	6		"	"	"	
5	6		"	"	"	
6	5		N by S	"	"	
7	5		"	"	"	
8	4		"	"	"	
9	6		"	"	"	
10	6		"	"	"	
11	4		"	"	"	
12	6		"	"	"	Pumps attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
		0 29	95 7	21 02	20 59	15° W	1-43	39-0	



From

towards

Harve

South Pass

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, This 4 day of Nov 1880
1	5		Ny S	ESSE	None	Fine clear weather throughout with light winds
2	5		"	"	"	
3	6		"	"	"	
4	6		"	"	"	
5	5		"	"	"	Crew employed at Ship duty
6	5		"	"	"	
7	5		"	"	"	
8	5		"	"	"	
9	5		"	"	"	Carpenter at work on J & Forecsts
10	5		"	"	"	
11	5		"	"	"	
12	5		"	"	"	
1	5		Ny N	"	"	Passed several vessels during this 24 hours
2	5		Ny S	"	"	
3	5		"	"	"	
4	6		"	"	"	
5	5		"	"	"	
6	6		"	"	"	
7	5		"	"	"	
8	6		"	"	"	
9	5		"	"	"	
10	6		"	"	"	
11	5		"	"	"	
12	5		"	"	"	Pumps attended

Course. Distance. Diff. of Lat. Departure. Lat. by D. R. Lat. by Ob. Variation. Diff. of Lon. Lon. in. Lon. by Ob.

0-48 115-5 25 19 20 10 10 0 2-3 41-03

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Fri 5 day of November 1880
1	5		Ny S	ESSE	None	Fine clear weather with light-buffing winds throughout
2	5		"	"	"	
3	5		Ny N	"	"	
4	5		"	"	"	Crew employed variously set up Bobstays
5	4		"	"	"	
6	6		"	"	"	
7	5		"	"	"	
8	6		Ny N	"	"	Carpenter at work on deck
9	5		"	"	"	
10	6		"	"	"	
11	5		"	"	"	
12	5		Ny N	"	"	
1	5		Ny N	"	"	Heave allowed 12 miles west for current and more of sea
2	5		"	"	"	
3	5		"	"	"	
4	5		Ny S	"	"	Saw several vessels standing to the westward
5	5		"	"	"	
6	5		"	"	"	
7	5		"	"	"	
8	5		"	"	"	
9	5		Ny S	"	"	
10	5		"	"	"	
11	5		"	"	"	
12	5		"	"	"	Pumps attended

Course. Distance. Diff. of Lat. Departure. Lat. by D. R. Lat. by Ob. Variation. Diff. of Lon. Lon. in. Lon. by Ob.

0 15 129-3 20 04 20 02 10 0 2-18 4321

From

towards

Harve

South Pass

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Sat 6 day of November 1880
1	3		Ny S	ESSE	None	First part of this day fine with light-buffing winds
2	2		"	"	"	
3	2		"	"	"	
4	2		Ny N	"	"	6 PM Heavy rain squalls
5	2		"	"	"	
6	3		"	"	"	
7	3		Ny N	"	"	
8	3		"	"	"	8 1/2 Strong breeze with frequent heavy rain squalls
9	5		"	"	"	
10	9		"	"	"	
11	9		"	"	"	
12	6		"	"	"	12 1/2 4 do
1	4		"	"	"	Crew employed cleaning paint
2	5		"	"	"	
3	4		"	"	"	
4	5		Ny N	North	"	
5	4		Ny N	ENE	"	This day ends with strong breeze and cloudy with rain
6	4		"	"	"	
7	4		"	"	"	
8	4		"	NE	"	
9	4		"	"	"	Bar 30.90 and Steady
10	4		"	"	"	
11	4		"	Bat	"	Pumps attended
12	4		"	"	"	

Course. Distance. Diff. of Lat. Departure. Lat. by D. R. Lat. by Ob. Variation. Diff. of Lon. Lon. in. Lon. by Ob.

0-1 98-3 20 13 20 13 10 0 1-45 45-06

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Sun 7 day of November 1880
1	2		Ny S	North	None	First part of this day heavy rain squalls and showers
2	2		"	"	"	
3	1		"	"	"	
4	1		"	"	"	6 PM Fine and clear
5	0		"	Calms	"	
6	0		"	"	"	
7	1		Ny S	"	"	
8	1		"	"	"	12 M Weather do
9	3		Smj N	"	"	
10	4		"	"	"	
11	3		"	"	"	8 AM to 12 Squally down town breeze standing to the South.
12	4		"	"	"	
1	3		Ny N	Buffing	"	
2	4		"	"	"	
3	3		"	"	"	This day ends fine and clear with light breeze and heavy Northerly swell
4	4		"	"	"	have allowed 20 miles for time of sea
5	2		"	"	"	
6	3		"	"	"	
7	2		"	"	"	Bar 30-0 and falling
8	3		"	"	"	
9	3		Ny N	"	"	
10	2		"	"	"	
11	3		"	"	"	
12	2		"	"	"	Pumps attended

Course. Distance. Diff. of Lat. Departure. Lat. by D. R. Lat. by Ob. Variation. Diff. of Lon. Lon. in. Lon. by Ob.

0 26 69-6 19 35 19 32 10 0 1 20 46 26 47 50



From

Havre

towards

South Pass

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Nov 8 day of November 1880
1	2		NyS	North	None	First part of this day
2	2		"	"	"	fine and partly cloudy
3	2		"	"	"	
4	2		"	"	"	5 to 12 Manigut calm
5	0		"	Balm	"	
6	0		"	"	"	
7	0		"	"	"	12 to 4 light rain and
8	0		"	"	"	heavy swell from NW
9	0		"	"	"	
10	0		"	"	"	7 AM Galed fore main
11	0		"	"	"	and miz topsails strong
12	0		"	"	"	reeze and heavy squalls
1	1		"	NW	"	
2	1		"	"	"	Crew employed scraping
3	1		"	"	"	paint work
4	1		"	"	"	
5	1		"	"	"	
6	2		"	"	"	Carpenter caulking
7	3		"	"	"	
8	3		"	"	"	
9	1		NyS	Bot	"	Hoove allowed 12 miles
10	2		"	"	"	South for hoove of sea
11	1		"	"	"	
12	2		"	"	"	Pumps well attended

Course. Distance. Diff. of Lat. Departure. Lat. by D. R. Lat. by Ob. Variation. Diff. of Lon. Lon. in. Lon. by Ob.

0° 38' 20" 19° 04' 10" 00' 10° 00' 021' 46' 47'

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Dec 9 day of November 1880
1	2		NyS	NW	None	Throughout this 24 hours
2	2		"	"	"	Heavy squalls and cloudy
3	2		"	"	"	
4	2		"	"	"	
5	2		"	"	"	
6	3		"	"	"	Crew employed variously
7	4		SW	"	"	
8	5		"	"	"	
9	5		SWyW	Bot	"	
10	4		"	"	"	Carpenter caulking deck
11	5		"	"	"	
12	4		"	"	"	
1	5		SWWS	"	"	
2	5		"	"	"	
3	5		"	"	"	
4	5		"	"	"	Boat 30.12 and falling
5	2		SWyW	"	"	
6	2		"	"	"	
7	1		"	"	"	
8	1		"	"	"	
9	1		"	"	"	
10	1		"	"	"	
11	3		"	"	"	
12	4		"	"	"	Pumps attended

Course. Distance. Diff. of Lat. Departure. Lat. by D. R. Lat. by Ob. Variation. Diff. of Lon. Lon. in. Lon. by Ob.

0° 46' 03" 8° 15' 7° 46' 10° 00' 156 49° 43'

From

Havre

towards

South Pass

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Dec 10 day of Nov 1880
1	4		NW	SWN	None	First part of this day frequent
2	4		"	"	"	light squalls
3	4		"	"	"	
4	4		"	"	"	
5	4		"	"	"	6 to 12 manigut - mother do
6	4		"	"	"	
7	4		"	"	"	
8	4		"	"	"	
9	4		"	"	"	12/5 8 am Strong breeze and
10	4		"	"	"	heavy swell from NW
11	4		"	"	"	
12	4		"	"	"	Crew employed variously
1	4		"	"	"	
2	4		"	"	"	Carpenter caulking deck
3	4		"	"	"	
4	4		"	"	"	
5	4		"	"	"	
6	4		"	"	"	Saw a vessel standing
7	4		"	"	"	to the westward
8	4		"	"	"	
9	4		"	"	"	
10	4		"	"	"	
11	4		"	"	"	
12	4		"	"	"	Pumps attended

Course. Distance. Diff. of Lat. Departure. Lat. by D. R. Lat. by Ob. Variation. Diff. of Lon. Lon. in. Lon. by Ob.

1° 06' 99-0 19° 29' 19° 31' 10° 00' 1° 45' 49° 28'

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Dec 11 day of November 1880
1	2		NW	West	None	Throughout this 24 hours
2	2		"	"	"	frequent squalls and fog
3	2		"	"	"	thick
4	2		"	"	"	
5	2		"	"	"	Crew employed variously
6	2		"	"	"	
7	2		"	"	"	
8	2		"	"	"	Carpenter caulking main
9	4		"	"	"	deck
10	4		"	"	"	
11	4		"	"	"	
12	4		"	"	"	
1	1		South	"	"	Saw a vessel standing to
2	1		"	"	"	the westward
3	1		"	"	"	
4	1		"	"	"	12 M more ship to the North
5	1		"	"	"	
6	1		"	"	"	8 am more ship
7	1		"	"	"	
8	1		"	"	"	Hoove allowed 12 miles N
9	1		"	"	"	for hoove of sea
10	1		"	"	"	
11	2		NW	"	"	
12	3		"	"	"	Pumps attended

Course. Distance. Diff. of Lat. Departure. Lat. by D. R. Lat. by Ob. Variation. Diff. of Lon. Lon. in. Lon. by Ob.

0 30 20 3 20° 07' 20° 09' 8° 00' 0 22 49° 56'



From

towards

Havre South Pass. La

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Friday 12 day of November 1871
1	1		Nby E	WSW	none	Throughout these 24 hours
2	1		"	"	"	Strong breeze at times heavy
3	1		"	"	"	squalls
4	1		"	"	"	
5	1		"	"	"	6 PM More Ship
6	1		"	"	"	
7	4		"	"	"	
8	4		N $\frac{1}{2}$ N	North	"	Crew employed variously
9	3		"	"	"	
10	3		"	"	"	Carpenter caulking
11	3		"	"	"	
12	3		"	"	"	
1	2		"	"	"	Saw a Bark standing
2	2		"	"	"	to the westward
3	4		"	"	"	
4	4		"	"	"	
5	3		"	"	"	
6	3		"	"	"	This day was squally
7	4		"	"	"	
8	4		"	"	"	
9	5		"	"	"	
10	5		"	"	"	
11	6		"	"	"	Pumps well attended
12	6		"	"	"	

Course. Distance. Diff. of Lat. Departure. Lat. by D. R. Lat. by Ob. Variation. Diff. of Lon. Lon. in. Lon. by Ob.

8° 8' 69° 09' 20° 17' 20° 17' 8° N 1° 14' 51° 04' N 0° 0'

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Sat-13 day of November 1880
1	6		N $\frac{1}{2}$ N	NN E	none	Throughout this 24 hours
2	6		"	"	"	Strong breeze and frequent
3	6		"	"	"	rain squalls
4	7		"	"	"	
5	7		West-	"	"	Crew employed variously
6	7		"	"	"	
7	9		"	"	"	Carpenter caulking
8	9		"	"	"	
9	9		"	"	"	
10	9		"	"	"	Making and shorting
11	10		"	"	"	light sails as required
12	10		"	"	"	
1	10		"	"	"	
2	10		"	"	"	Pumps attended
3	10		"	"	"	
4	10		"	"	"	
5	9		"	"	"	
6	9		"	"	"	
7	9		"	"	"	
8	9		"	"	"	
9	9		N $\frac{1}{2}$ N	"	"	
10	9		"	"	"	
11	9		"	"	"	
12	9		"	"	"	

Course. Distance. Diff. of Lat. Departure. Lat. by D. R. Lat. by Ob. Variation. Diff. of Lon. Lon. in. Lon. by Ob.

0-14 196-3 20° 01' 19° 55' 5° N 3° 29' 54° 33' N 0° 0'

From

towards

Havre South Pass

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Sun/4 day of November 1880
1	9		N $\frac{1}{2}$ N	NN E	none	Throughout these 24 hours
2	9		"	"	"	Strong breeze and frequent
3	9		"	"	"	rain squalls
4	9		"	"	"	
5	9		"	"	"	
6	9		"	"	"	2 AM Passed a Bark
7	9		"	"	"	standing to the Eastward
8	9		"	"	"	
9	8		"	"	"	
10	8		"	"	"	First part of this day crew
11	8		"	"	"	employed variously
12	8		"	"	"	
1	8		"	"	"	
2	8		"	"	"	
3	9		"	"	"	
4	9		"	"	"	
5	10		"	"	"	
6	10		"	"	"	
7	10		"	"	"	
8	10		"	"	"	Pumps attended
9	10		West-	"	"	
10	10		"	"	"	
11	10		"	"	"	
12	10		"	"	"	

Course. Distance. Diff. of Lat. Departure. Lat. by D. R. Lat. by Ob. Variation. Diff. of Lon. Lon. in. Lon. by Ob.

0-4 217-8 19° 51' 19° 50' 3° N 4° 14' 58° 40' 60° 29' 30'

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Mon 15 day of November 1880
1	9		West-	East-	None	Throughout this 24 hours
2	9		"	"	"	for wind and frequent
3	8		"	"	"	squalls
4	8		"	"	"	
5	7		"	"	"	
6	7		"	"	"	Saw a vessel standing
7	5		"	"	"	to the NE
8	4		"	"	"	
9	6		"	"	"	Crew employed variously
10	7		"	"	"	
11	8		"	"	"	
12	8		"	"	"	
1	8		"	"	"	
2	8		"	"	"	Carpenter at work on deck
3	8		"	"	"	
4	5		"	"	"	
5	5		"	"	"	
6	7		"	"	"	
7	7		"	"	"	
8	7		"	"	"	
9	7		"	"	"	Pumps attended
10	7		"	"	"	
11	6		"	"	"	
12	6		"	"	"	

Course. Distance. Diff. of Lat. Departure. Lat. by D. R. Lat. by Ob. Variation. Diff. of Lon. Lon. in. Lon. by Ob.

0-7 168-3 19° 43' 19° 39' 3° N 3-0 61° 40' 60° 29' 30'



From

Harre

towards

South Pass

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Tue 16 day of November 1880
1	7		West-	ESE	None	Moderate with frequent light squalls
2	7		"	"	"	
3	7		"	"	"	
4	7		"	"	"	
5	7		"	"	"	12 M North do
6	7		"	"	"	
7	7		"	"	"	
8	7		"	"	"	
9	7		"	"	"	9 am do
10	7		"	"	"	
11	7		"	"	"	
12	7		"	"	"	
1	7		"	"	"	Low employed roughly
2	7		"	"	"	
3	7		"	"	"	
4	7		"	"	"	
5	7		"	"	"	
6	7		"	"	"	Corps at rock and do
7	7		"	"	"	
8	7		"	"	"	
9	7		"	"	"	
10	7		"	"	"	
11	7		"	"	"	
12	7		"	"	"	Pumps attached

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
	0 3	168	1944	1944	None	258	6438		

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Wed 17 day of Nov 1880
1	7		West	E by N	None	Fin. Throughout - with moderate breeze
2	7		"	"	"	
3	7		"	"	"	
4	7		"	"	"	
5	7		"	"	"	Low employed roughly
6	8		"	"	"	
7	6		"	"	"	
8	6		"	"	"	
9	6		"	"	"	Corps employed on deck
10	7		"	"	"	
11	6		"	"	"	
12	7		"	"	"	
1	7		"	"	"	
2	7		"	"	"	
3	7		"	"	"	
4	7		"	"	"	
5	7		"	"	"	
6	7		"	"	"	
7	7		"	"	"	
8	7		"	"	"	
9	7		"	"	"	
10	7		"	"	"	
11	7		"	"	"	
12	7		"	"	"	Pumps attached

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
	0	165	1944	1944	0	256	6734		

From

Harre

towards

South Pass.

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Thu 18 day of November 1880
1	7		West	E by N	None	Fin. part of this day ship
2	7		"	"	"	strong breeze and fine
3	7		"	"	"	
4	7		"	"	"	
5	7		"	"	"	12 to 4 squally
6	7		"	"	"	
7	8		N by N	"	"	6 PM made St Domingo
8	8		"	"	"	
9	8		"	"	"	
10	8		"	"	"	2 am made a light
11	7		"	"	"	which we do not know the
12	7		"	"	"	name not being on any
1	7		"	"	"	of our latest books.
2	7		"	"	"	
3	8		"	"	"	
4	8		"	"	"	Low employed roughly
5	7		"	"	"	
6	7		"	"	"	
7	7		West-	"	"	Corps at rock only
8	7		"	"	"	bottom
9	6		"	"	"	
10	6		"	"	"	
11	6		"	"	"	
12	6		"	"	"	Pumps attached

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
	0 26	1061	2010	2011	0	246	7020	1102	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Fri 19 day of Nov 1880
1	8		West	ENE	None	Fin. part of this day ship
2	8		"	"	"	breeze and fine
3	8		"	"	"	
4	9		"	"	"	
5	9		"	"	"	330 PM made Yeringal Island
6	10		"	"	"	Eastern point. bore South-
7	10		"	"	"	dist 5 miles
8	11		N by N	"	"	
9	11		"	"	"	12 midnight ship breeze
10	11		"	"	"	and fine
11	11		"	"	"	
12	11		"	"	"	
1	11		"	"	"	5 am made Cuba
2	11		"	"	"	North do
3	10		"	"	"	
4	10		"	"	"	Low employed roughly
5	10		N by N	"	"	
6	10		N by N	"	"	day ends fine with ship
7	10		"	"	"	breeze
8	10		"	"	"	
9	11		"	"	"	
10	11		"	"	"	
11	10		N by N	"	"	
12	10		"	"	"	Pumps attached

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
	0 34	2803	1987	1987	0	4-5	7425	1102	



From

Havre

towards

South Pass

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, <i>Sat 20 day of Nov 1880</i>
1	7		W <sup>10</sup>	SE	None	Throughout this day fine and clear with no winds
2	8		W <sup>10</sup>	"	"	
3	8		W <sup>10</sup>	"	"	
4	8		"	"	"	Crew employed variously
5	7		"	"	"	
6	7		"	"	"	Carpenter at work on deck
7	7		"	"	"	
8	7		"	"	"	
9	6		"	"	"	
10	6		"	"	"	
11	7		"	"	"	230 sight of Cape Cruz light
12	7		"	"	"	
1	7		N <sup>10</sup> W	"	"	This day was fine
2	7		"	"	"	
3	7		"	"	"	
4	7		"	"	"	
5	7		"	"	"	
6	4		N <sup>10</sup> W	"	"	
7	4		"	"	"	
8	4		"	"	"	
9	4		"	"	"	
10	4		"	"	"	
11	4		"	"	"	
12	5		"	"	"	

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
	87	1342	1944	1944	00	2° 23'	76° 48'	2012	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, <i>Sun 21 day of November 1880</i>
1	3		W <sup>10</sup>	ENE	None	Line clear weather throughout with light breeze
2	3		"	"	"	
3	3		"	"	"	
4	2		"	"	"	
5	3		N <sup>10</sup> W	"	"	Crew employed variously
6	2		"	"	"	
7	3		"	"	"	
8	3		"	"	"	
9	3		N <sup>10</sup> W	"	"	
10	3		"	"	"	Carpenter at work on deck
11	3		"	"	"	
12	3		"	"	"	
1	3		"	"	"	
2	3		"	"	"	
3	4		"	"	"	Keene a southerly current 1/2 knot this 24 hours
4	4		"	"	"	
5	5		W <sup>10</sup> W	"	"	
6	0		"	"	"	
7	0		"	"	"	
8	6		"	"	"	
9	6		"	"	"	
10	6		"	"	"	
11	6		"	"	"	
12	6		"	"	"	

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
	0 24	803	2008	2009	50E	1 50	78-24	81° 0	

From

Havre

towards

South Pass

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, <i>Mon 22 day of November 1880</i>
1	0		W <sup>10</sup> W	ENE	None	Line clear weather with moderate breeze throughout
2	4		"	"	"	
3	0		"	"	"	
4	4		"	"	"	
5	4		N <sup>10</sup> W	"	"	Crew employed cleaning decks
6	5		"	"	"	
7	4		"	"	"	
8	0		"	"	"	Carpenter at work on main hatch
9	5		"	"	"	
10	8		"	"	"	
11	4		"	"	"	
12	4		"	"	"	Some of the crew pointing
1	5		"	"	"	
2	5		"	"	"	
3	6		"	"	"	
4	6		"	"	"	
5	6		"	"	"	Keene a southerly current
6	6		"	"	"	
7	6		"	"	"	
8	6		"	"	"	
9	4		"	"	"	
10	4		"	"	"	
11	4		"	"	"	
12	4		"	"	"	Pumps attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
	0 48	111-5	2043	2046	6° East	1 09	83-0		

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, <i>Tue 23 day of November 1880</i>
1	4		N <sup>10</sup> W	ENE	None	First part of this day fine and clear
2	4		"	"	"	
3	4		"	"	"	
4	4		"	"	"	
5	4		"	"	"	Crew employed variously
6	4		N <sup>10</sup> W	"	"	
7	4		"	"	"	
8	4		"	"	"	
9	4		"	"	"	Carpenter at work aloft
10	3		"	"	"	
11	3		"	"	"	
12	4		"	"	"	
1	5		"	"	"	
2	6		N <sup>10</sup> W	"	"	Last part of this day strong breeze and stormy sea
3	6		"	"	"	
4	8		N <sup>10</sup> W	"	"	
5	8		"	"	"	
6	8		"	"	"	8 am more Cape Cod on which we are at 6 m to the east
7	8		"	"	"	
8	8		"	"	"	Ship makes no more
9	8		"	"	"	
10	8		"	"	"	
11	8		"	"	"	
12	8		"	"	"	Pumps attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
				22 05				85-12	







From *South Pass* towards *New Orleans*

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Sun & day of Nov	18
1						Throughout this 24 hours for the first part thick fog came get what way and proceeded toward town finished clearing up and rigged in pitboom	
2							
3							
4							
5							
6							
7							
8							

9						Throughout the night thick fog have been at anchor 6 am hove up anchor and proceeded up the river 6 PM anchored at Slougher house point - town boat put to town day was with rain and fog	
10							
11							
12							
1							
2							
3							
4							

5						Arrived at city and made fast to M <sup>L</sup> 33 So Moxy	
6							
7							
8							
9							
10							
11							
12							

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
---------	-----------	---------------	------------	---------------	-------------	------------	---------------	----------	-------------

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, day of	18
1						This day commenced with thick fog arrived at city and made fast	
2							
3							
4							
5							

Summary of passage. -  
 First part of this passage light but favorable winds Between Lat 47°31' and 47°04' North Long 10°24' 10°54' West Experienced for 12 hours a violent thunder which moderated into a strong NE wind and continued thus for several days Experienced no trade winds until after crossing 45° west from that time until sighting Cape St. Andrew continued In the Gulf experienced variable winds and found a strong Easterly current running some days 60 miles on four abreast at the Pass with thick fog and thus ended a passage of 59 Days.  
 O. L. Carr.

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
---------	-----------	---------------	------------	---------------	-------------	------------	---------------	----------	-------------

From *San Port* towards *New Orleans*

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, day of	18
1						Commenced to discharge ballast	
2							
3							
4						for discharging ballast	
5							
6							
7						Cloudy men employed trimming ballast 6 men and two boat Aspirinall employed to move ship up to 3 <sup>rd</sup> S.	
8							
9							
10							
11							

12						First part of this day foggy 9 am cleared up and wind from N.W. Ends fine and clear	
1							
2							
3							

4						First part of this day light rain and clear PM Shorty breeze and heavy rain	
5							
6							
7							

8						Throughout this day strong NW wind and clear Ship Western Empire came along side and made fast	
9							
10							
11							
12							

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
---------	-----------	---------------	------------	---------------	-------------	------------	---------------	----------	-------------

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, day of	18
1						Clear weather and strong NW wind with heavy frost	
2							
3							
4						Fine clear weather	
5							

6						Fine throughout	
7							
8							

9						10 men employed to move ship to make berth 6 hours	
10							
11							

12						4 men employed 4 hours to move ship	
1							
2							

3						Fine clear weather throughout	
4							
5							

6						Fine throughout	
7							
8							

9						Fine throughout	
10							
11							

12						PM Fine and clear PM cloudy with light rain	
1							
2							

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
---------	-----------	---------------	------------	---------------	-------------	------------	---------------	----------	-------------



From *In Port of* towards *New Orleans*

H.	K.	1/2 K.	Courses.	Winds.	Leeway.	Remarks,	day of	18
1			Thu Dec 16	NE		Yiv throughout		
2			Fri " 17	Var		Ried 720 stores equally		
3						and heavy rain		
4								
5								
6			Sat- 18	Colm		Discharged 1806 grain		
7						sacks being the same		
8						as toroned July 18 1870		
9						of C R Whiting & Co		
10								
11			Sun 19	NE		Cloudy with light rain		
12			Mon 20	Var		cloudy and cold		
1			Tue 21	NE		cloudy and very cold		
2			March	3rd		At 4 PM finished loading		
3						4,354 bales of cotton on board		
4								
5								
6								
7								
8								
9								
10								
11								
12								

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
---------	-----------	---------------	------------	---------------	-------------	------------	---------------	----------	-------------

H.	K.	1/2 K.	Courses.	Winds.	Leeway.	Remarks,	day of	18
1						down to the point picked		
2						up a bark and schooner and		
3						proceeded down river		
4								
5								
6						Draft of water leaving Port		
7						18-6 forward 19-2 Aft		
8						Cargo Cotton and staves		
9						4354 Bales of cotton		
10						1320 Pipe staves		
11						1,800 Ep Key Staves		
12								

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
---------	-----------	---------------	------------	---------------	-------------	------------	---------------	----------	-------------

From *New Orleans* towards *Harre France*

H.	K.	1/2 K.	Courses.	Winds.	Leeway.	Remarks,	day of	18
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								

Lat- 45° 52' North  
Long 25° 10' West  
Aug 15-1880

Lat- 45° 34' North  
Long 23 - 32 West  
Aug 21-1880.

At 6 PM Pilot came on board  
At 8 PM Pilot left out side of  
the bar South Pass, light bore  
at 10 PM 12 miles distance from  
which I take my departure  
Aug boat C. C. Keyser left up out  
side of the bar at 7<sup>30</sup> AM  
winds NW  
Pumps attended  
This day ends fine

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
	11-5	32		28 51	28 51	3/4 E		8841	



From

towards

New Orleans

Havre France

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks.
1	4		E by S	N by N		First part comes in pleasant with moderate breezes
2	4					
3	4					
4	4					
5	4					
6	4					
7	5					
8	5					Winds light and baffling
9	5		E S E	N N W		
10	5					
11	5			N W		
12	5					
1	4					All sail set to the best advantage
2	4					
3	4					
4	4			N E by N		
5	4					
6	4					
7	4					
8	4					
9	4					Latter part moderate breeze
10	4					Pumps attended
11	4					
12	4					

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 19° E	98	1.32	42	27 19	27 11	1/2 E	1-45	87 56	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks.
1	6		E S E	N E		At 2 P.M. passed a vessel bound to the North and westward
2	6		S E			
3	7					
4	7		E N E			At 4 P.M. fresh breeze took in main royal vessel very tender
5	7		S E by S	E by N		
6	7		S by E			
7	7					
8	7					
9	7		S by E	East		At 10 P.M. saw a vessel green light bound the same way
10	7					
11	7					
12	7					
1	5		S S E			At 8 A.M. furled mizzen T.G. sail
2	5					
3	5					
4	5					
5	5					At 10 A.M. two vessels passed bound to the north and westward
6	5					
7	5					
8	5					This day ends with fresh breeze
9	5		S by E			and bilge pumps well attended
10	5					
11	5					
12	5					

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 22° E	129	2	43-2	25-12	26 26	1/2 E	1-48	87-07	

From

towards

New Orleans

Havre France

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks.
1	5		S E by S	E S E		
2	5					
3	5					
4	5					At 6 P.M. lashed to the eastward furl'd fore top gallant sail and flying jib
5	5					
6	5		E N E by S	E by S		
7	2					
8	2					
9	2					At 10 P.M. furled main T.G. sail breeze freshening
10	2		N E	E S E		
11	2					
12	2					At 11 P.M. furled mizzen upper topsail topgallant and jib
1	1	1/2	E N E	S E by S	2 1/2	
2	1	1/2				
3	1	1/2				
4	1	1/2				At 12 M. furled fore and main upper topsails
5	1	1/2				
6	1	1/2	E by S	South		
7	1	1/2				
8	1	1/2				At 11 A.M. wind jumped into the N.W. in a rain squall
9	1	1/2				Latter part more moderate
10	1	1/2				
11	1	1/2				
12	8		S E by E	N W		Pumps strictly attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 30° E	13	10	06-5	26-10	none	1/2 E	1-47	87 00	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks.
1	8		S E by E	N W		This day comes in fine
2	8					
3	8					
4	8					At 2 P.M. set the upper topsails and fore and main T.G. sail
5	5			N N W		
6	5					
7	5					
8	5					At 3 A.M. set main Royal
9	4					
10	4					
11	4					
12	4					
1	4					
2	7					At 8 A.M. set all sail
3	5					two vessels in sight
4	5					
5	5					
6	5					
7	5					current setting N.W. for which follow 2 knots per hour
8	5					Latter part pleasant
9	5		E S E	North		
10						
11						
12						Pumps attended to

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 35° E	114	93	65	24 38	26 00	1/2 E	1-71	85-49	



From

towards

New Orleans

Havre

From

towards

New Orleans

Havre

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Wednesday day of March 1881
1	8		S by E	NNE		This day comes in fine and pleasant one three masted schooner in sight
2	8					
3	7					
4	7					
5	7		SE			All sail set
6	6					
7	5					
8	5			NW		
9	4					
10	4					Mid night winds light and baffling
11	3					
12	3			North		
1	3					
2	3					
3	3					
4	3					
5	4					Day light three sails in sight
6	4			NNE		
7	4					
8	4					
9	5					
10	5					
11	5					Pumps strickly attended
12	5					

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Friday day of March 1881
1	2		S by E	E by N		This day comes in fine and pleasant
2	2					
3	2					
4	2					
5	2		NE	SE		At 4 PM tacked ship to the North and Eastward furled main top Gallant sail flying gib and main sail one sail in sight
6	2					
7	1	$\frac{1}{2}$	N by E	SE		
8	1	$\frac{1}{2}$				
9	1	$\frac{1}{2}$				Mid night winds more favorable made sail again
10	1	$\frac{1}{2}$				
11	1	$\frac{1}{2}$				
12	1	$\frac{1}{2}$				Passed in sight of Sand Key light
1	4		East	SE		
2	4					
3	4					Feeling very little current this 24 hours
4	4					
5	4		E by S	South		
6	4					
7	4					
8	4					Day ends fine with light breeze one sail in sight
9	3		East	SE		
10	3					
11	2					
12	2					Pumps Attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 39 E	714	1-28	72-9	2442	2449	$\frac{1}{2}$ E	1-21	8428	

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 32 E	39	33	20-4	2325		$\frac{1}{4}$ E	22-11	82-5	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Thursday day of March 1881
1			SE	NNE		
2						
3			S by E			At 2 PM Portugas light-house in sight
4			SE			At 4 PM light-house bore
5						by compass 12 miles distance
6						
7						
8						
9	5		SE			At 6 PM one of morgan's steamships passed bearing for New Orleans passed one bale of cotton
10	5					
11	5					Several sails in sight
12	5					At 8 PM Portugas light-house bore North distance 10 miles from which I take my departure
1	4		S by E	N by E		
2	4					
3	4					
4	4					
5	2		SE	East		fresh from
6	2					At 11:30 lost sight of light bearing N by E
7	2					
8	2					At 1:30 furled main Royal fore and mizzen sails
9	2					current setting E by S for which I allow 24 miles
10	2					2 more bales of cotton
11	2					Pumps attended
12	2					this morning

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Saturday day of March 1881
1	2		E by N	S by E		This day begins with light breeze and fine weather
2	2					
3	2					
4	2					
5	2		SE	East		At 1 PM wore ship to the South and Eastward
6	2					
7	3		NE	SE		One four masted schooner in sight
8	4					
9	4					
10	4					
11	4		NNE	SE		At 6 PM wore to the North and Eastward two sails in sight before dark bound the same way
12	4					
1	5					current setting north for which I allow 2 knots per hour
2	5		North	South		
3	5					
4	5					
5	8					
6	8			SE		
7	8					
8	8			West		
9	8		$\frac{1}{2}$ N			
10	8		N by N			
11	8					
12	8					Latter part fine

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 21 E	71	1-5	25-8	2338	2338	$\frac{1}{3}$ E	28	8227	

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 8 E	119	1-51	17-8	23-16	2718	$\frac{1}{4}$ E	20	81-45	



From

towards

New Orleans towards Havre

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Sunday day of March 1881
1	5		NNE	NW		This day begins with fine breeze
2	5					
3	5					
4	5			NNE		
5	1	$\frac{1}{2}$	N E			At 2 P.M. wind shifted into the N.W. blowing fresh furl'd Top Gallant sail fore and mizzen topsail and inner Gib
6	1	$\frac{1}{2}$	N E by N			
7	1	$\frac{1}{2}$				
8	1	$\frac{1}{2}$				
9	1					
10	1					
11	1					At 4 P.M. light rain wind backed into the westward set fore and mizzen topsail and inner Gib
12	1		N by E NW by W			
1	2					
2	3					
3	3					
4	3		NNE	NW		At 8 P.M. set main top Gallant sail winds light and baffling
5	3					
6	3					
7	5					At 8 A.M. set fore and mizzen T & sail and flying Gib
8	5					current setting North 2 Knots per Hour
9	5					
10	5					
11	5					Four masted schooner still in sight
12	5					Pumps Attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 15 E	96	93-5	24-9	28-51	28-43	$\frac{1}{4}$ E	28	81-17	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Monday day of March 1881
1	5		ENE	North		This day comes in fine and pleasant look the anchor up on the forecable and put the chains below sent the fish tackle down and secured every thing
2	5					
3	5					
4	5		$\frac{1}{2}$ N N E			
5	6					
6	6					
7	6					
8	7					At 8 P.M. fresh Breeze and puffy furl'd mizzen T & sail and flying Gib
9	5		E by S			
10	5					
11	5					
12	5		ESE	N E		At 2 A.M. furl'd fore and main T & sail
1	5					
2	5					
3	4					
4	4					
5	2		S E by E N E by E			At 9 A.M. wore ship and stood to the Northward
6	2					
7	2					
8	2					
9	2		S " E			
10	2		N by E			Pumps strictly Attended
11	2					
12	2			E by N		

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
S 19 E	85	1-20	28-1	28-23	28-30	$\frac{1}{4}$ E	31	80-46	

From

towards

New Orleans towards Havre

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Tuesday day of March 1881
1	2		N by E E by N			This day begins with light breeze and fine weather
2	2					
3	2		North			
4	2					
5	2					At 6 P.M. a bark crossed our bow bound to the Northward and westward
6	2					
7	3					
8	3					
9	3		N by E			
10	3					
11	3					Mid winds light
12	3					
1	3					
2	2		N by E E East			
3	2					
4	2					At 4 A.M. all sail set winds light
5	2					
6	2					
7	2		N E by N E by S			
8	2					
9	2					
10	2					
11	2					Pumps Strictly Attended
12	2					

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 17 E	54	51	15-8	29-21	29-26	$\frac{1}{4}$ E	18	80-28	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Wednesday day of March 1881
1	2		N E by E S E by E			This day comes in fine and pleasant winds gradually hauling to the Southward
2	2					
3	2		N E S E			
4	3					
5	3					
6	4					
7	4					
8	5					
9	5					Mid night winds Baffling
10	5					
11	5					
12	5			S E by S		
1	6					
2	7					
3	7					At 5 A.M. a bark crossed our bow steering more to the Eastward
4	7					
5	8					
6	8					
7	8					
8	8					Later part fresh Breeze
9	8					
10	8		N 8 $\frac{1}{4}$ E			
11	8		N 8 $\frac{1}{2}$ E			
12	8					Pumps Attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 41 E	133	1-40	86-9	31-6	31-08	$\frac{1}{4}$ E	1-40	78-48	



From

towards

New Orleans

Havre

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Thursday day of March 1881
1	8		N E 4 E	S W		This day comes in fine and pleasant
2	8					
3	8		N E by E			
4	8					
5	8					At 3 P.M. weather comes in hazy with light rain
6	8					
7	7			N W		
8	7					
9	7					At 6 P.M. furled main royal and fore and mizzen top sail and main sail
10	6					
11	6					
12	6					At 8 P.M. winds shifted into the N W in a rain squall
1	6					
2	6					At 12 M reefed main sail and set it
3	6					
4	6					Latter part pleasant set all sail
5	6					
6	6					
7	6					
8	6					
9	4		E N E 4 E North			
10	4					
11	4					
12	4					Pumps Attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 30 E	150	2-11	75-1	32 19	32-27	4 E	81	7727	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Friday day of March 1881
1	5		S E	N E		This day comes in with fresh breeze of two sails in sight
2	5					going the same way
3	5					At 4 P.M. furled main royal fore and mizzen top sail and flying Gib
4	4					At 6 P.M. Tacked ship to the North and Eastward
5	4					At 8 P.M. blowing fresh furled main top sail and mizzen top sail
6	3		N E by N E by S			
7	3					
8	2		N E 2 N			
9	2					
10	2					
11	2					
12	2					
1	3					At 10 A.M. blowing a gale furled fore topsail and flying Gib
2	3					vessels laboring heavily and shipping quantities of water on deck
3	3		N E	S E E		vessels very tender
4	3		N E 4 E			laying overboard in main pumps and bilge pumps well attended
5	4					
6	4					
7	4					
8	4					
9	4					
10	5					Two sails passed on the port tack
11	5					
12	5			S E		Pumps well attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 66	63	25	67 3	32-2	33-5	none	1-8	76-19	

From

towards

New Orleans

Havre

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Saturday day of March 1881
1	5		N E by E	S E		This day comes in with fresh gales and heavy rain squalls
2	5					
3	5					
4	5					Several vessels in sight and one steamship
5	5					
6	6					Ship laboring heavily and shipping water on deck furled main sail
7	6					
8	6		N E	S E by S		
9	6					
10	7					At 8 P.M. breeze freshening reefed fore sail and reefed and furled main top sail heavy sea running
11	7					
12	7					
1	6					
2	6					
3	6					
4	6					
5	7					
6	7					
7	7		N E by E South			Latter part wind hauling aft and more steady set, fore main top sail main top sail reefed
8	7					
9	8					
10	8					
11	8					
12	8			S W		Pumps well attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 38 E	154	120-0	96-5	33-5			1-55	74 24	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Sunday day of March 1881
1	8		N E by E 1/2 E S W			This day comes in with unsettled weather
2	8					
3	8					
4	8					At 5 P.M. breeze freshening furled main top sail
5	9					
6	9					
7	9					
8	9		E N E			At 2 A.M. breeze freshening and jumped into the N W squally
9	8					
10	8					
11	8					
12	8			N E 4 E		
1	8					
2	8					
3	9		E N E 1/2 E			
4	9					
5	8					At 8 A.M. wind more steady made sail
6	8					
7	8					
8	8					One sail in sight
9	7		S by N			
10	7					
11	7					
12	7					Pumps well Attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 27 E	189	2-48	85-8	37 53	35-52	1/2 W	1-46	72 39	



From

towards

New Orleans

Havre

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Monday day of March 1881
1	6		E by N	W S W		This day comes in with unsettled weather
2	6					
3	6					
4	6			West		At 4 P.M. furled, mizzen topsail and fore top Ballant sail
5	6					
6	6					
7	6					
8	6					Sharp lightning in the North ward
9	5					
10	5					
11	5					At 12 M comes in thick and rain, reefed fore and main topsail, and furled them reefed fore sail
12	5					
1	6					
2	6					
3	6					
4	6			W S W		
5	6					
6	6					At 11 A.M. set fore and main topsail reefed turned reef out of fore sail and set inner sib.
7	6					
8	6		E by S			
9	8		East	North		
10	8					
11	8					This 24 hours ends with heavy squall and rain wind varies from North to N W
12	8					Pumps Attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 75 E	137	2-11	35-6	38-3		3 W	45	71-34	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Tuesday day of March 1881
1	8		East	North		This 24 hours comes in with strong breeze and heavy squalls with rain heavy sea running shipping water on deck
2	8					
3	8					
4	8					
5	8					
6	8					
7	7					Mid night sharp lightning in the S W winds very unsettled
8	7			N W		
9	7		E by N			At 6 A.M. furled, upper topsails
10	2					At 8 A.M. furled fore sail fore lower and mizzen topsail and sib
11	2					
12	2			West		
1						Laying too under main lower topsail fore topmast staysail and main spencer
2			Balm			
3						
4	2			S E		
5	2					
6	2					
7	2					
8	2					
9	1					
10	1					After part blowing strong gale with heavy rain and hail winds jumping all around the compass
11	1					most of water in main pumps
12	1					Big pumps well attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 78 E	87	1-24	18-4	39-27	none	3/4 W	24	71-30	

From

towards

New Orleans

Havre

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Wednesday day of March 1881
1	1		N E by E	E by S	6 P	This 24 hours comes in with strong gales and heavy squalls with rain
2	1					
3	1					At 4 P.M. braild in main spencer
4	1					
5	1	$\frac{1}{2}$	N W	N N E		At 6 P.M. blowing a hurricane vessel straining and laboring heavily very heavy squalls with rain
6	1	$\frac{1}{2}$	W S W	North		At 8 P.M. vessel lay ing over, Port rail in water
7	1	$\frac{1}{2}$	W S W	North		wind backing into the North and westward
8	1	$\frac{1}{2}$	West	N N W		At mid night more moderate squalls not so heavy But shipping constantly heavy sea on deck
9	1	$\frac{1}{2}$				At 4 A.M. more moderate
10	1	$\frac{1}{2}$				
11	1	$\frac{1}{2}$				
12	1	$\frac{1}{2}$	W by S			
1	1	$\frac{1}{2}$				
2	1	$\frac{1}{2}$				
3	1	$\frac{1}{2}$				
4	1	$\frac{1}{2}$				
5	1	$\frac{1}{2}$				
6	1	$\frac{1}{2}$		N W		At 6 A.M. kept her off and continued on our course
7	3		E by S			set reefed fore sail
8	5		E by S			At 8 A.M. set fore and mizzen lower topsail fore and main reefed upper topsail and main
9	5					S. S. sail continues squally
10	5					
11	5					
12	5					Pumps well attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
S 7 N	43	43	05-2	38-44	none	3/4 W	7	71-37	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Thursday day of March 1881
1	4		East	W by N		This 24 hours comes in with heavy rain squalls one schooner in sight bound southward
2	4					
3	5					
4	5					
5	5		E by N			At 6 P.M. set reefed main sail
6	5		E by N			At 8 P.M. reef out of fore sail
7	6					
8	7			N N W		Lightning in the west and N W through the night
9	8					
10	8					
11	8					
12	8					
1	8					
2	8					At 9 A.M. Breeze freshening with heavy rain squalls reefed fore sail furled main sail mizzen lower topsail and main sail
3	8					sea getting up
4	8					
5	8					
6	8					
7	8					
8	8					
9	8		East			day ends squally
10	8					
11	8					
12	8					Pumps well Attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 74 E	169	46	2-41	39-30	37-10	3/4 W	3 28	68-9	



From

towards

New Orleans

Havre

From

towards

New Orleans

Havre

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Friday day of March 1881
1	9		Eby S	NW		This day comes in with strong gale and heavy rain squalls with heavy sea running
2	9					
3	9					
4	9					
5	9					
6	9					
7	7		East			At 1 P.M. furled fore and main upper topsails Breeze freshening
8	7					Running under two lower topsails and reefed fore sail
9	7					
10	7					
11	7					
12	7					Midnight squalls not so heavy
1	7					
2	7					
3	7					
4	7					At 10 P.M. turned reef out of foresail set mizzen lower topsail fore and main reefed upper topsail and main top gallant sail
5	7					
6	7					
7	8					
8	8					Heavy sea still running
9	8					
10	8					
11	8					
12	8					Pumps well Attended

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Sunday day of March 1881
1	5		Eby N	NW		This 24 hours comes in with strong breeze and heavy rain squalls set reef foresail
2	5					
3	5		Eby N			
4	5		East	West		At 8 P.M. set fore lower topsails
5	5					
6	5					
7	6					
8	6					
9	6		Eby N	NW		Sharp lightning and heavy rain squalls fall through the night
10	6					
11	7					
12	7					
1	7					
2	7					
3	6					At 9 P.M. squalls moderating set three upper reef topsails mizzen lower topsail and main top gallant sail reef out of fore sail
4	6					
5	6					
6	6					
7	6					
8	6					
9	6					
10	6					day ends fine with light rain squalls
11	6					Pumps strictly Attended
12	6					

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 83-8	185	22	184-5	37 32	37 22	3/4 W	3-57	64 18	

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 64-8	151	1-6	136-2	39 20	39-9	1/2 W	2-55	59-1	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Saturday day of March 1881
1	9		East	NW		This 24 hours comes in with strong breeze and heavy sea running shipping quantities of water on deck
2	9		East by N			
3	9					
4	9					
5	7					
6	7			West		At 11 P.M. Breeze freshening furled the upper topsails and mizzen lower topsail thick and rainy blowing a gale
7	7			NW		
8	7					
9	7					
10	7			West		At 2 A.M. wind jumped out of the NW with rain furled fore sail and fore lower topsail
11	7					
12	7					
1	7					
2	7					
3	1	1/2		SW	60	hove to on the starboard tack under main lower topsail and fore topmast staysail vessel straining and laboring heavily laying on her broad side for 6 hours rail in the water
4	1	1/2				Blowing a Hurricane
5	1	1/2				At 10 A.M. moderating a little
6	1	1/2				At 11 " " kept her off on her course
7	1	1/2		West		
8	1	1/2				
9	1	1/2				
10	1	1/2				
11	1	1/2				
12	5					Bilge Pumps well Attended

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Monday day of March 1881
1	6		Eby N	NW		This day comes in with squally and unsettled weather
2	6					
3	7					
4	7		Eby N	NW		At 10:30 had a very heavy rain squally reefed foresail furled main top gallant sail upper topsails and mizzen lower topsail
5	8					
6	8					
7	8					
8	8					
9	7					
10	7					At 2 A.M. weather looking better set upper topsails and mizzen lower topsail
11	7					
12	7					
1	5					
2	5					
3	5					
4	5					At 8 A.M. furled upper mizzen topsail
5	5					
6	5					day ends with heavy rain squalls
7	5					
8	5					
9	5					
10	7					
11	7					
12	7					Pumps Attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 65-6	125	32	112	38 14	none	1/2 W	2-22	61 36	

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 67-6	152	58	140-2	40-7	none	1/2 W	3 3	53 58	



From

towards

New Orleans

Havre

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Tuesday day of March 1881
1	9		E 1/2 S	North		This 24 hours comes in with strong breeze and squally weather
2	9		E 1/2 S			
3	9					
4	9					
5	8					
6	8					At 8 P.M. set inner gill and main topmast staysail
7	8		East			
8	8					
9	8					
10	8					
11	8					Midnight weather looking very squally
12	9					
1	10					
2	10					
3	10			N N W		
4	10					
5	10					
6	10					
7	9					
8	9					
9	9					Later part sea getting up shipping quantities of water on deck This 24 hours ends squally
10	9					
11	9					
12	9					Pumps well Attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 69 E	205	1 14	190-7	41-21	41-21	2	4-9	5149	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Wednesday day of March 1881
1	9		E by S	N N W		This day comes in with strong breeze and squally with rain and hail
2	9					
3	9					
4	9					
5	8					
6	8					
7	7					
8	7					
9	8			North		At 8 P.M. moderating and sea going down turned reef out of foresail
10	8					
11	8					Mid night winds puffy
12	8					
1	8					
2	8					
3	8					
4	8					At 9 A.M. more moderate turned reef out of fore and main topsail set fore and main S. S. sail reefed main sail and mizzen upper topsail
5	8					
6	8					
7	8					
8	8					
9	8					
10	8					Saw a vessel ahead steering more to the Northward
11	7					
12	7			N N E		Pumps Attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 76 E	192	46	186-2	42-7	42-5	2 1/2	4-10	4739	

From

towards

New Orleans

Havre

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Thursday day of March 1881
1	6		East	N N E		This day comes in with light breeze and unsettled weather
2	6					
3	6					
4	6					
5	4					At 7 P.M. winds light and baffling
6	4					
7	2			South		
8	2					
9	2					At 8 P.M. wind back into the southward furled fore and main S. S. sail. Set main sail and mizzen upper topsail commencing to rain
10	2					
11	4					
12	5					
1	5					
2	5					At 130 A.M. reefed and furled fore sail fore and main upper topsails and furled mizzen lower topsail
3	5					
4	5					
5	5					
6	5					
7	4			N N W		At 7 A.M. more moderate made sail
8	4					One sail in sight bound the same way
9	4					
10	4					
11	4					
12	4					Pumps Attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 62 E	103	49	90-8	42-54	42-55	2 1/2 W	2-2	4537	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Friday day of April 1881
1	4		East	N S W		This day comes in with light breeze and hazy weather
2	4					
3	4					
4	4					
5	4			S S W		At 7 P.M. Breeding up sharp lightning in the westward
6	4					
7	2		E by S	S by E		furled every thing but main lower topsail and fore topmast stay sail
8	2					
9	4					
10	4					
11	4					
12	4					
1	5			N N W		At 11 P.M. wind hauling aft and clearing up
2	5					
3	5					
4	5					
5	6					
6	6					
7	6					
8	6			West		At 5 A.M. made sail more moderate
9	6					
10	6					
11	6					
12	6					Pumps Attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 71 E	112	36	105-4	43-31	43-26	2 1/2 W	2-24	43-13	



From

towards

New Orleans

Havre

From

towards

New Orleans

Havre

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Saturday day of April 1881
1	8		E $\frac{1}{2}$ S	West		This 24 hours comes in with moderate breeze
2	8					
3	8					
4	9					
5	10					
6	10			th NW		At 7 PM had a heavy squall
7	9					
8	8			North		
9	8					
10	8					
11	8					Mid night fine and clear
12	7					
1	7					
2	6					
3	5					
4	4			West		At 4 PM wind very light backed around into the southward
5	3					
6	3					
7	4					
8	6			Sky E		At 9 AM Breezing furled main royal fore & top sail flying ab and reefed main sail
9	6					
10	6					
11	6					
12	7					Pumps well attended

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Monday day of April 1881
1	7		East	NW		This day comes in with fresh breeze and heavy swell from the Eastward
2	7					
3	7					
4	7					
5	7					One sail in sight heading to the North and Eastward
6	7			Nby E		
7	5					
8	5					
9	5					Midnight wind more moderate
10	5					
11	5					
12	5					At 6 AM all sail set
1	4					
2	4					
3	4					
4	3					
5	3					
6	2					
7	1					
8				SEW		
9						
10						Latter part calm one sail in sight
11						
12						Pumps Attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 67 E	164	1-02	157-5	44-28	44-18	2 $\frac{1}{2}$ W	3-31	39-42	

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 59 E	93	47	79-8	45-40	45-20	2 $\frac{3}{4}$ W	15-2	35-29	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Sunday day of April 1881
1	7		E $\frac{1}{2}$ S	Sky E		This day comes in with very unsettled weather
2	7					
3	5		East			
4	5			SEW		
5	4					
6	3					
7	3					At 2 PM commenced clouding up blowing fresh noticed a very heavy swell from the Eastward
8	3			South		
9	4			NW		
10	4					
11	4					
12	4					Put her pumps fore and main lower topsail reefed fore sail fore top mast stay sail
1	4		E $\frac{1}{2}$ S			
2	4					
3	4					
4	4					At 8 PM wind jumped into the NW with rain squally all through the night
5	4					
6	4					
7	5					
8	5					At 8 P.M. weather looking better set fore and main upper topsails whole fore sail reefed main sail and mizzen lower topsail
9	5					
10	6					
11	7					
12	7					Pumps well attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 63 E	112	51	99-5	45-9	44 33	2 $\frac{3}{4}$ W	2 21	37 21	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Tuesday day of April 1881
1						This 24 hours comes in calm
2						
3						
4						
5						
6						
7						At 8 PM light breeze from the South and Eastward
8						
9	1		NE	SE E		
10	1					
11	1					
12	1					Mid night wind baffling
1	1		NNE	East		
2	1					
3	1					
4	1					
5	1					
6	1					
7	1					Repairing the Port quarter boat
8	1					
9	1					
10	1					
11						
12						Latter part calm pumps Attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 6 W	14	13	01-5	46-33	45-36	2 $\frac{3}{4}$ W	2	35-31	



From

towards

New Orleans

Havre

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, <i>Wednesday</i> day of <i>April</i> 18 <i>81</i>
1						First part comes in calm
2						
3						
4						At 5 P.M. light breeze from the Southward
5						
6						At 7 P.M. saw a vessel on our Starboard Bow bound the same way
7						
8						
9						
10						
11						
12						At day light, breezing up, furled fore & top Gallant sail and flying a vessel in sight on our Port bow heading the same way
1						
2						
3						
4						
5						
6						At 10 A.M. furled main & top Gallant sail and mizzen upper topsail
7						
8						
9						
10						
11						This 24 hours ends with thick weather and fresh breeze
12						Pumps Attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 53 E	106	1-03	85-1	46 39	none	2 3/4 W	2-3	33-28	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, <i>Thursday</i> day of <i>April</i> 18 <i>81</i>
1	10					First part comes in with fresh breeze thick and rainy
2	10					
3	10					
4	10					At 8 P.M. wind shifted into the N W strong breeze
5	10					
6	10					
7	10					At 9 P.M. stopped raining and cleared up
8	9					
9	9					
10	9					
11	9					
12	9					
1	8					
2	8					
3	8					At day light, saw several vessels all sail set
4	8					
5	8					
6	8					
7	6					
8	8					
9	5					
10	5					Latter part moderate
11	5					
12	5					Pumps Attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 65 E	200	1-25	180-8	48-4	48-2	2 3/4 W	4-25	29 3	

From

towards

New Orleans

Havre

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, <i>Friday</i> day of <i>April</i> 18 <i>81</i>
1	6					This day comes in fine wind backing in to the Southward
2	6					
3	6					
4	6					
5	6					At 8 P.M. commenced breezing up furled main royal
6	6					
7	6					
8	6					
9	6					
10	6					At 10 P.M. furled fore and mizzen top Gallant sail
11	6					
12	6					
1	6					
2	6					At 12 M furled main & G sail mizzen upper topsail and reefed main sail
3	6					
4	6					
5	6					
6	6					
7	6					
8	6					
9	5					
10	5					
11	5					
12	5					

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 76 E	140	34	135-8	48 36	48 40	2 3/4 W	3-3	26	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, <i>Saturday</i> day of <i>April</i> 18 <i>81</i>
1	2					This 24 hours commences hazy with light breeze
2	2					
3	2					At 8 P.M. furled main royal
4	2					
5	1					At 12 M furled fore and mizzen top Gallant sail commenced raining
6	1					
7	1					
8	1					
9	1					At 3 A.M. passed a vessel heading South and Eastward furled main & top Gallant sail and mizzen upper topsail
10	1					
11	1					At 4 A.M. woke ship
12	1					
1	4					
2	4					
3	4					
4	4					At 8 A.M. blowing fresh furled upper topsails and reefed fore sail furled main sail
5	8					
6	8					
7	8					
8	8					
9	6					
10	6					Latter part clearing up one sail in sight bound the same way
11	6					
12	6					Pumps Attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 61 E	68	33-8	59-4	49 13	none	2 3/4 W	1-19	24 41	



From

towards

New Orleans

Havre

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks.	day of	1881
1	9		SE	North		This day comes in with fresh	Sunday	April
2	9					Breeze		
3	9					At 1 Pm set fore and main		
4	9		SE by E	NW		reef topsail reef out of fore sail		
5	9					At 4 Pm reef out of fore and		
6	9					main topsails and set main		
7	9					top gallant sail		
8	9					At 3 Am set fore & E sail and		
9	9					mizzen upper topsail, set		
10	9					reef main sail		
11	9					At 4 Am several pressails		
12	9					in sight bound the same		
1	9					way coming in Bary		
2	9							
3	9							
4	9							
5	9							
6	9							
7	9							
8	9							
9	9							
10	10							
11	10							
12	10							

Pumps well Attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 86 E	212	13	211-4	49 26	48 43	2 3/4 W	4-40	20 1	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks.	day of	1881
1	10		SE	NW		This day comes in with fresh	Monday	April
2	10					Breeze got up 7 1/2 fathoms of		
3	10					chain on both cables and fish		
4	10					tackle up		
5	10					At 4 Pm furled fore and		
6	10					main top gallant sails		
7	10					one sail in sight		
8	10					midnight hazy with fresh		
9	9					breeze		
10	9							
11	9							
12	9							
1	9							
2	9							
3	9							
4	9							
5	9							
6	9							
7	9							
8	9							
9	9							
10	9							
11	9							
12	9							

Pumps Attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 82 E	214	31	211-7	49 14	49 10	2 1/2 W	4 41	15 20	6.00

From

towards

New Orleans

Havre

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks.	day of	1881
1	7		E by S	S by E		This day comes in with strong breeze	Tuesday	April
2	7					and hazy		
3	7					Several sails in sight		
4	7					Put the Starboard Anchor in		
5	7					the shoe		
6	7							
7	7							
8	7							
9	7							
10	7					Mid night moderating		
11	7					made sail		
12	7							
1	4		East	SE				
2	4							
3	4							
4	4							
5	4							
6	4							
7	4							
8	4							
9	4							
10	4							
11	3							
12	1							

Pumps Attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 76 E	131	32	126-3	49-42	49-46	2 1/2 W	2-48	3-12	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks.	day of	1881
1						This 24 hours begins with calms	Wednesday	April
2						and continues with light and		
3						Baffling air weather hazy		
4	1	12	Calms	NW				
5	1	12	SE	NW				
6	1	12						
7	1	12						
8			Calms					
9			Calms					
10	1		SE	North		Midnight light breeze from the		
11	2					westward comes in foggy		
12	2					and continues till 4 Pm and		
1	2					cleared up		
2	2							
3	3							
4	3							
5	4							
6	4							
7	4		SE by E					
8	4							
9	5							
10	5							
11	5		SE by E	NW				
12	5							

Pumps Well Attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 79 E	56	10	55-4	49 56		2 W	1-13	1-59	







From In Port of towards Havre France

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	day of	18
1						Winds N W Finished discharging	Wednesday 27	1881
2						staves taking in Ballast		
3								
4								
5								
6						Finished all our Ballast	Thursday 28	1881
7						rigged out our		
8						gibboom and getting ready		
9						for sea day		
10								
11								
12								
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								

Course. Distance. Diff. of Lat. Departure. Lat. by D. R. Lat. by Ob. Variation. Diff. of Lon. Lon. in. Lon. by Ob.

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	day of	18
1						Winds S E but light	Saturday 30 <sup>th</sup>	
2						At 11 30 went out side the		
3						lock gates and made		
4						fast crew came on board		
5						and we proceeded to sea		
6						this ends my port log		
7								
8								
9								
10								
11								
12								
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								

Course. Distance. Diff. of Lat. Departure. Lat. by D. R. Lat. by Ob. Variation. Diff. of Lon. Lon. in. Lon. by Ob.

From Havre towards Trapani

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	day of	1881
1						At 1 Pm Long Boat and	Saturday	April
2						pilot left made full sail		
3	8		N W South			house bore S by E from which		
4	8		North W NW			I take my departure		
5	6							
6	4		N NW West					
7	4							
8	2		N NW West					
9	3		N W $\frac{3}{4}$ N			At 4 Pm squally furled light		
10	3			W S W		sails		
11	3							
12	3							
1	3					Mid night winds light		
2	3					and baffling		
3	3							
4	3							
5	3		N W by W W S W			At 5 Pm made the Isle of Night		
6	3					winds light		
7	3					Numerous sails in sight		
8	3							
9	3		N W by W $\frac{1}{2}$ N					
10	4							
11	4							
12	4							

Course. Distance. Diff. of Lat. Departure. Lat. by D. R. Lat. by Ob. Variation. Diff. of Lon. Lon. in. Lon. by Ob.

162.8.91 36 71-9 30-12 50 30 2-W 1-39 1-50

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	day of	1881
1						Ship 24 hours comes in with	Sunday	May
2						lights, sails and galley		
3						At 1 Pm tacked to the South		
4						and eastward		
5								
6						At 8 Pm St Catherine light		
7						house bore N E 15 miles from		
8						which I take my departure		
9	4		Off by S South					
10	4							
11	3							
12	2					Midnight winds light and		
1	2		West East			baffling		
2	2							
3	2							
4	3							
5	3							
6	4					At 5 Pm numerous sails		
7	5					in sight		
8	5							
9	5							
10	5							
11	5							
12	5							

Course. Distance. Diff. of Lat. Departure. Lat. by D. R. Lat. by Ob. Variation. Diff. of Lon. Lon. in. Lon. by Ob.

51 W 71 44 55-0 49-57 2 W 1-12 2-30



From

towards

Harre

Trapani

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	Monday	day of	May	1881
1	4		West	E N E		This day comes in cloudy with light rain				
2	3					Several sails in sight				
3	3									
4	3									
5	3									
6	3		West	N N W						
7	4									
8	5									
9	5		West	"						
10	6					Midnight furled main royals fore and mizzen j. S. sail and flying gile				
11	7					Passed several fishermen				
12	7									
1	7									
2	7									
3	6									
4	5									
5	5									
6	5					At 5 A.M. set all sail				
7	4									
8	3									
9	2									
10						Scatter part calm				
11										
12						Pumps Attended				

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
S 63 W	97	44	86	49	7	2 1/2 W	1-54	4-24	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	Tuesday	day of	May	1881
1	4		West	N N W		This day comes in with light breeze and cloudy				
2	4									
3	4									
4	3									
5	3									
6	3									
7	2		N S W	N W						
8	2		S W	N N W		At 1 A.M. wore ship to the north and westward				
9	2									
10	2									
11	3									
12	3									
1	4									
2	4		N W by N	N by S						
3	4									
4	4									
5	4		N W by N			At 8 A.M. wind jumped into the N W wore ship and stood to the south and westward				
6	4									
7	4									
8	4									
9	5		S W by N	N W by N						
10	5									
11	5									
12	5					Latter part moderate				

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
S 67 W	71	27	65-6	48	40	2 W	1-17	5-41	

From

towards

Harre

Trapani

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	Wednesday	day of	May	1881
1	5		S W by N	N W		This day comes in with fine weather and moderate breeze all sail set				
2	5									
3	5									
4	5									
5	5									
6	5									
7	5		S W by N							
8	4									
9	3									
10	2					Midnight winds light				
11	2									
12	2									
1	2									
2	2									
3	2									
4	2									
5	2		S W by N			Scatter part moderate breeze				
6	2					Several sails in sight				
7	3			N N W						
8	3									
9	3		S W by N							
10	4									
11	4									
12	5			N S W		Pumps well attended				

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
S 28 W	79	69-5	36-5	47 31	47 54	2 W	49	6-30	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	Thursday	day of	May	1881
1	3		S S W	West		This day comes in with moderate breeze and fine weather				
2	5					Three sails in sight				
3	4									
4	4									
5	4									
6	4									
7	4									
8	3		S W by N	N by S						
9	3					At 12 M wore ship to the north and westward winds light				
10	3									
11	2									
12	2									
1	2		N W by N	S W by N						
2	2									
3	2									
4	2									
5	2		N W	N S W						
6	2									
7	1	1/2	N N W	West						
8	1	1/2				Latter part light, give two steamships passed to the north and eastward				
9	1									
10	1									
11	1									
12	1					Pumps Attended				

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
S 27 W	39	34	17-7	47 20	46-39	1 3/4 W	24	6-54	



From

towards

Barre

Trapani

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks.	Friday	day of	May	1881
1										
2										
3										
4										
5										
6										
7										
8										
9	1		West	En E						
10	2									
11	2									
12	2									
1	3									
2	3									
3	3			SE E						
4	4									
5	5									
6	5									
7	5									
8	6									
9	8									
10	8									
11	8									
12	8			SE E						

This day comes in calm one sail in sight

calm

At 8 P.M. light breeze from the East ward

Midnight wind hauling to the Southward

Scatter part ends with moderate breeze and fine weather.

Pumps Attended

From

towards

Barre

Trapani

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks.	Sunday	day of	May	1881
1	4		SSW	SE E						
2	4									
3	4									
4	4									
5	4									
6	4			SE						
7	4									
8	4			NE						
9	4									
10	4									
11	4									
12	4			NE E						
1	5									
2	5									
3	5									
4	5									
5	5									
6	5									
7	5									
8	5									
9	5									
10	5									
11	5									
12	5									

This day comes in with moderate breeze and fine weather

2<sup>30</sup> P.M. comes in foggy and continues till day flight winds light

crew employed cleaning up the hold

Scatter part hazy

Pumps Attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by
SSW	71	38	60-3	46-1	46-5	13 $\frac{1}{2}$ W	1-24	8-18	

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
SSW	91	1-30	04-5	41 15	41-6	13 $\frac{1}{2}$ W	6	10 41	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks.	Saturday	day of	May	1881
1	11		SW by W	SE E						
2	11									
3	11									
4	11									
5	11									
6	11									
7	11		SW							
8	12									
9	12									
10	12									
11	12									
12	12									
1	12									
2	12									
3	10									
4	9									
5	8									
6	7									
7	7									
8	5		SW							
9	5									
10	5									
11	5									
12	5									

This 24 hours comes in with fresh breeze and smooth water

At 8 P.M. breeze freshening sea getting up

At 3 A.M. furled again royal fore and jigger top gallant sail and flying gill

At 5 A.M. more moderate set all sail

Pumps Attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by
SW	224	3-20	98-6	42-45		13 $\frac{1}{2}$ W	2 17	10 35	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks.	Monday	day of	May	1881
1	6		SW	North						
2	6									
3	6									
4	6									
5	6									
6	6									
7	6									
8	6									
9	5									
10	5									
11	5									
12	5									
1	5									
2	5									
3	5									
4	5									
5	5									
6	5									
7	5									
8	5									
9	6		South	NE E						
10	6									
11	6									
12	6									

This day comes in hazy with fine breeze

Crew employed cleaning up the hold

Mid Night breeze steady

Scatter part fine Breeze and steady

Pumps Attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
South	132	2 11		38 55	38 39	13 $\frac{1}{2}$ W		10 41	



From

towards

Harne

Trapani

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Tuesday day of May 1881
1	6		SSW	NNE		This 24 hours comes in fine and pleasant
2	6					
3	6					
4	6					
5	6		SbyE			
6	6		SE			
7	6					
8	6					
9	6					
10	6					
11	6					Mid Night winds steady and moderate
12	6					
1	6					
2	6					At 6 AM wind hauling to the Southward Breezing up At 8 AM furled main royal fore and mizzen T. L. sail
3	5					
4	4					
5	4					
6	4					
7	4					
8	4		SSE	ENE		
9	5		SSW	SE		
10	5					
11	5					At 11 <sup>30</sup> AM furled main T. L. sail reefed and furled main sail and topsails day ends cloudy
12	4					

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
SSW	121	1-48	52-8	36 51	—	13 W	1-07	9-34	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Wednesday day of May 1881
1	3		South	ENE	3	This 24 hours comes in with strong breeze with rain
2	3					
3	3					
4	3					
5	2	$\frac{1}{2}$				
6	2	$\frac{1}{2}$	SbyE			At 3 PM furled main topmast stay sail and gib
7	2	$\frac{1}{2}$				
8	2	$\frac{1}{2}$	SE	East		
9	2	$\frac{1}{2}$				
10	2	$\frac{1}{2}$				
11	2	$\frac{1}{2}$				Midnight squally and cloudy
12	2	$\frac{1}{2}$				
1	2	$\frac{1}{2}$				
2	2	$\frac{1}{2}$				
3	2	$\frac{1}{2}$				
4	2	$\frac{1}{2}$				At 4 AM wore ship to the North and westward
5	3		NbyE	EbyS		
6	3					
7	3					
8	3					
9	3					At 8 AM set reef spanker and main spencer
10	3					
11	3					
12	3					

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
SSW	21	18-7	09-5	36-33	36 35	12 W	12	9 43	

From

towards

Harne

Trapani

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Thursday day of May 1881
1	3		SbyE	EbyS	3	At 12 noon ship to the South and Eastward
2	3					
3	3					
4	3					
5	3					
6	3					Mid Night Fresh Breeze
7	3					
8	3					
9	2	$\frac{1}{2}$	SE	East		
10	2	$\frac{1}{2}$				
11	2	$\frac{1}{2}$				At 8 AM wore ship to the North and westward
12	2	$\frac{1}{2}$	SbyE	ENE		
1	2	$\frac{1}{2}$				
2	2	$\frac{1}{2}$				
3	2	$\frac{1}{2}$				
4	2	$\frac{1}{2}$				Batter part set in thick and rainy Pumps Attended
5	2	$\frac{1}{2}$				
6	2	$\frac{1}{2}$				
7	2	$\frac{1}{2}$				
8	2	$\frac{1}{2}$				
9	3		NbyW			
10	3					
11	3					
12	3					

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
SE	53	52-1	03-9	35-43	—	12 W	5	9-48	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Friday day of May 1881
1	3		NNW	NE		This 24 hours comes in with rain and more moderate
2	3					
3	3					
4	3					
5	3		SbyE	ENE		
6	3					At 4 PM wore ship to the South and Eastward made sail
7	3					
8	3		EbyS	North		
9	3					
10	3					
11	3					Mid Night all sail set
12	3					
1	3		SE	NE		
2	3					
3	3					
4	3					Batter part calm
5	3					
6	3					
7	3					
8	3					
9	3					
10	3					
11	3					
12	3					

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
NNW	18	7	16-2	35-40	35-45	12 W	20	9 28	



From

towards

Havre

Trapani

From

towards

Havre

Trapani

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Saturday day of May 1881
1			balm			
2	2		SESE	W. N. W.		This 24 hours comes in calm
3	3					four sails in sight
4	4					
5	4					One steam ship passed steering
6	3					to the north and westward
7	2					
8			balm			
9						
10			SESE	South		At 8 P.M. calm
11	3					
12	4					19 P.M. light breeze from
1	4					the Southward
2	4					Drift to the northward I
3	4					allow 3 miles
4	3					
5	2					
6	2					
7	2					
8	2					
9	2			West		
10	1					Several sails in sight
11			balm			day ends calm
12						

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
East	51	3	51	35-48	35-48	1/2 W	1 03	8 25	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Sunday day of May 1881
1						
2			balm			This 24 hours comes in calm
3						
4						
5	2		SE	SESE		
6	2					At 4 P.M. light breeze from
7	2		SESE			the Eastward
8	2					
9	2					
10	2					
11	3		SESE	SE		
12	4					Mid night winds light
1	2					
2	2					
3	2					
4	2					
5	2					
6	2					
7	2					
8	3					
9	3					
10	3					Batter Part winds light
11	3					Several sails in sight
12	3					

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
East	44		47-1	35-46	35-38	1/2 W	58	7-27	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Monday day of May 1881
1	3		SESE	N. W.		
2	3					This 24 hours comes in with
3	4					light breeze and fine weather
4	4					Several sails in sight
5	4			W. N. W.		
6	4					
7	4		East	West		
8	4		SESE			At 11 <sup>15</sup> made Cape Martel
9	5					light on the Harvard bow
10	6					hazy
11	7					Mid night weather hazy
12	7					current setting Eastward for
1	8					which I allow 36 miles
2	8					
3	8			South		At 1 <sup>15</sup> light ahead At 3 P.M.
4	8		SESE			lost sight of light bearing W 1/2 S
5	9					At 6 P.M. the Rock of Gibraltar
6	9		SESE			a beam
7	9					Several sails in sight bound
8	9					the same way
9	9					
10	9					
11	8					
12	8					

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
SESE	192	32	189-4	36-10	36-7	1/2 W	3-54	3-33	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Tuesday day of May 1881
1	7		SESE	West		
2	6		SESE			This day comes in with fine
3	5					and pleasant weather
4	5					
5	5			W. N. W.		Current setting Eastward which I
6	5					allow 12 miles
7	4					At 8 P.M. breeze died out
8	2					
9	1		SESE			
10	1					
11	1	1/2		West		Light and baffling airs all
12	1	1/2	SESE			through the night
1	1	1/2				
2	1	1/2				
3	1	1/2				
4	1	1/2				
5	1		SESE			day light several sails in
6	1					sight
7	1		SESE	SESE		
8	1					
9	1					
10	1					
11	1					
12	1					

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
SESE	67	4	66-7	36-11	36-7	1/2 W	1 23	2-10	



From

towards

Harve

Trafalgar

From

towards

Harve

Trafalgar

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, <i>Wednesday</i> day of <i>May</i> 1881
1						
2						
3	1		<i>Balm</i>	<i>North</i>		<i>This 24 hours comes in calm</i>
4	1					
5	1					
6	1					
7	1			<i>West</i>		<i>Several sails in sight</i>
8	1					
9	2					
10	2					
11	2					
12	2			<i>South</i>		
1	1					<i>Mid night light airs</i>
2	1					<i>and baffling</i>
3	1			<i>West</i>		
4	1					
5	1			<i>NNE</i>		
6			<i>Balm</i>			
7						
8						
9	1		<i>SE</i>	<i>East</i>		
10	1					<i>This 24 hours ends with calm</i>
11	1					
12	1		<i>SE by N</i>	<i>SE by S</i>		

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
<i>N 84 E</i>	<i>20</i>	<i>2</i>	<i>19-4</i>	<i>36-9</i>	<i>36-11</i>	<i>1/2 W</i>	<i>24</i>	<i>2-6</i>	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, <i>Thursday</i> day of <i>May</i> 1881
1						
2						
3						
4						
5						
6						
7						
8						
9	1		<i>SE by N</i>	<i>SE</i>		<i>This 24 hours comes in calm</i>
10	1					
11	1		<i>SE by N</i>	<i>SE by S</i>		
12	1					
1	2		<i>SE by N</i>	<i>North</i>		<i>Mid Night Hazy</i>
2	2					
3	2					
4	2					
5	2					
6	1			<i>NE</i>		
7	1					
8	1					
9	1					
10	1					
11	1					
12	1			<i>SW</i>		<i>Latter part several steamships passed</i>

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
<i>N 66 E</i>	<i>23</i>	<i>9</i>	<i>20-9</i>	<i>36-20</i>	<i>36-16</i>	<i>1/2 W</i>	<i>26</i>	<i>1-40</i>	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, <i>Friday</i> day of <i>May</i> 1881
1	1					
2	2					
3	2			<i>West</i>		<i>This 24 hours comes in with light airs from the westward</i>
4	2					
5	1					
6	1					
7	2					<i>Several sails in sight steering the same way</i>
8	2					
9	2					
10	2					
11			<i>Balm</i>			<i>Employed repairing sails</i>
12						
1	1			<i>SE</i>		
2	1					
3	1					
4	1					
5	1			<i>West</i>		
6	1					
7	1					
8	2		<i>SE</i>	<i>NE</i>		
9	3					<i>Latter part fresh breeze from the NE</i>
10	4		<i>SE by E</i>			
11	4			<i>NE by E</i>		
12	4					

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
<i>N 80 E</i>	<i>40</i>	<i>6</i>	<i>39-9</i>	<i>36-22</i>	<i>36-21</i>	<i>1/2 W</i>	<i>49</i>	<i>0-51</i>	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, <i>Saturday</i> day of <i>May</i> 1881
1	4		<i>SE by E</i>			
2	5					
3	5					
4	5					
5	5					
6	5					
7	4		<i>NE by E</i>	<i>SE by N</i>		<i>At 7 AM tacked ship to the Northward furled main, royal flying jib and mizzen top</i>
8	4					
9	3					
10	3					
11	3					
12	3					<i>Mid Night moderate</i>
1	4		<i>N 2 W</i>	<i>East</i>		
2	4					
3	4					
4	4					
5	4		<i>NE by E</i>			
6	4					
7	4					
8	4		<i>NE by E</i>			
9	4					
10	4		<i>SE by E</i>			
11	4					
12	4			<i>NE by E</i>		<i>At 9 AM wore ship to the South and Eastward</i>

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
<i>N 42 E</i>	<i>52</i>	<i>38</i>	<i>34-5</i>	<i>36-59</i>	<i>36-58</i>	<i>1/2 W</i>	<i>48</i>	<i>=8</i>	



From

towards

Havre

Trahani

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Sunday day of May 1881
1	5		SE by E	ENE		Several sails in sight
2	5					
3	5					
4	5		SE 1/2 S			At 7 <sup>30</sup> Breeze freshening
5	5					furled top Gallant sails
6	5					
7	5					
8	4		SE by E	East		At 8 P.M. locked to the
9	4					North and Eastward
10	4					
11	4					
12	4					
1	4					
2	3					
3	3					
4	3		SE 1/2 S	E by N		At 4 P.M. wore ship to the
5	3					South and Eastward
6	4					This 24 hours felt a current set
7	4					king SW which I allow 24 miles
8	4					
9	4					At 11 A.M. made the land
10	4					on our starboard bow
11	4					At 12 tack ship
12	4					

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
SE 1/2 E	46	21	40-9	36 37	36 36	1/2 W	51	0-598	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Monday day of May 1881
1	4		NE by E	East		This 24 hours comes in with
2	4					fresh breeze
3	4					
4	5					At 8 P.M. moderating
5	5					
6	5					
7	4		NE by N			
8	3					
9	3					
10	2					At 12 P.M. wore ship to the
11	2					South and Eastward
12	2					
1	2		SE 1/2 E	NE by E		
2	2					
3	2		SE by E			
4	2					
5	2					
6	1		Calms			
7						
8						
9	2		SE 1/2 N			Latter part fine and pleasant
10	3					with all sail set
11	3		East			
12	3					

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
NE by E	50	43	25-3	37 19	37 18	1/2 W	31	1-206	

From

towards

Havre

Trahani

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Tuesday day of May 1881
1	3		East			This day comes in fine and
2	4		SE 1/2 S	West		pleasant with light breeze
3	4					
4	4					
5	4					
6	5			SE		
7	5					
8	5					
9	5			South		
10	5					Midnight winds light and
11	5					weather hazy
12	5					
1	5					
2	5					
3	5					
4	5					
5	4					
6	4					
7	4					
8	4					
9	3					
10	3					Latter part light airs
11	2					Pumps Attended
12	2					

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
SE 1/2 E	103	20	105-9	37 38	37-40	1/2 W	2-06	3-26	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Wednesday day of May 1881
1	3		SE 1/2 S	SE		Commeçes with light airs
2	3					and pleasant
3	3					
4	3					
5	3					
6	3					
7	3			South		At 5 A.M. passed a Bark
8	3					bound the same way
9	4					
10	4					
11	4					Employed repairing sails
12	4					
1	4					
2	5					
3	5					
4	5			SE 1/2 W		At 6 A.M. Breeze freshening
5	6					and hauling aft
6	8					
7	8					
8	8					
9	8					
10	8					
11	8					Latter part pleasant
12	8					

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
SE 1/2 E	121	23	118-7	38 3	38 9	1/2 W	2 31	5 57	



From

towards

Haune

Trapani

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	day of	18
1	8		8 1/2 S	W S W			Thursday	26 May 1881
2	8		8 1/2 S	"		Comes in pleasant with fresh breeze		
3	8			"				
4	8		8 1/2 S	"		A bark in sight bound the same way		
5	7			"		Bent our second best upper main topsail		
6	7			"		Repairing sails		
7	7			"				
8	7			"				
9	7			"				
10	7			"				
11	7			"				
12	7			"				
1	17			"		Mid night winds steady		
2	17			"				
3	17			"				
4	17			"				
5	7			"				
6	6			"				
7	6			"				
8	6			"				
9	6			"				
10	6			"				
11	6			"				
12	6			"				

Day ends pleasant

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
---------	-----------	---------------	------------	---------------	-------------	------------	---------------	----------	-------------

8880 165 4 164-7 38 05 37 38 1 1/4 W 3 29 9 26

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	day of	18
1	7		8 1/2 S	West			Friday	27 May 1881
2	7					This day comes in with fresh breeze		
3	7							
4	7							
5	8	1/2				Unbent the main spencer		
6	8	1/2				At 6 AM furled the mainsail		
7	8	1/2				At 230 AM shortened sails		
8	8	1/2				made the land on our starboard bow		
9	8	1/2				At 730 Pilot came on board		
10	8	1/2				At 8 AM came to anchor in the Harbor of Trapani with both anchors 45 fathom on the port chain and 25 on the starboard one		
11	9					Sent down the main Royal yard and main and mizzen top gallant sails		
12	9					This day ends with 36 hours and closes my sea log blowing fresh from the westward		

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
---------	-----------	---------------	------------	---------------	-------------	------------	---------------	----------	-------------

From

towards

Syring in the Port of Trapani

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	day of	18
1							May 29	1881
2							Monday	
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
1							Monday 30	
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
1							Tuesday 31st	
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
1							June Wednesday 1st	
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
---------	-----------	---------------	------------	---------------	-------------	------------	---------------	----------	-------------

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	day of	18
1							June 2nd	1881
2							Thursday 2nd	
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
1							3rd Friday	
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
1							4th Saturday	
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
1							5th Sunday	
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
---------	-----------	---------------	------------	---------------	-------------	------------	---------------	----------	-------------



From *Syring in Port of* towards *Trapani*

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	day of	18
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								

Course. Distance. Diff. of Lat. Departure. Lat. by D. R. Lat. by Ob. Variation. Diff. of Lon. Lon. in. Lon. by Ob.

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	day of	18
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								

Course. Distance. Diff. of Lat. Departure. Lat. by D. R. Lat. by Ob. Variation. Diff. of Lon. Lon. in. Lon. by Ob.

From *Syring in Port of* towards *Trapani*

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	day of	18
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								

Course. Distance. Diff. of Lat. Departure. Lat. by D. R. Lat. by Ob. Variation. Diff. of Lon. Lon. in. Lon. by Ob.

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	day of	18
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								

Course. Distance. Diff. of Lat. Departure. Lat. by D. R. Lat. by Ob. Variation. Diff. of Lon. Lon. in. Lon. by Ob.



From		towards			
Trapani		Bath Maine			
H.	K.	1/2 K.	Courses.	Winds.	Leeway.
1					
2					
3					
4					
5					
6					
7					
8					
9					
10	1		W N W 1/2 E		
11	1				
12	1				
1	1				
2	1				
3	1				
4	1			SW	
5	1				
6	1				
7	1				
8	1				
9	1				
10	1				
11	1				
12	1			SE	

Wednesday day of June 1881

This day comes in with light and baffling airs and calms

At 8 P.M. maritime castle bore S.S. by compass 12 miles distance from which I take my departure

Mid Night light airs

Keel sail making a little more water

day ends warm with light airs

Pumps Attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
S 84 W	3	3	03-0	37 57	38-10	1/4 W	4	12-	

H.	K.	1/2 K.	Courses.	Winds.	Leeway.	Remarks.
1	1		W N W 1/2 E			
2	1					
3	1					
4	1					
5			Balm			
6	1		W N W	North		
7	1					
8	1					
9	1					
10	1					
11	1					
12	1					
1			Balm			
2	1					
3	1					
4	1					
5	1	1/2				
6	1	1/2				
7	1	1/2				
8	1	1/2				
9	2					
10	3					
11	3					
12	3					

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 83 W	29	03	28-7	38 13	38 18	1/4	37	11 23	

From		towards			
Trapani		Bath Maine			
H.	K.	1/2 K.	Courses.	Winds.	Leeway.
1	3		W N W	East	
2	3				
3	3				
4	3				
5	3				
6	3				
7	3		W by N		
8	3				
9	2				
10	2				
11	2				
12	2				
1	3				
2	3				
3	3				
4	3				
5	2				
6	2				
7	1			North	
8	1				
9	2				
10	2				
11	2				
12	2				

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 87 W	38	6	67-8	38 24	38 23	1/4 W	1-14	10-9	

H.	K.	1/2 K.	Courses.	Winds.	Leeway.	Remarks.
1	3		W by N	East		
2	3					
3	3					
4	3					
5	4					
6	4					
7	4					
8	4					
9	3					
10	3					
11	2					
12	2					
1			W by N			
2			Balm			
3	2		W by N	W N W		
4	3					
5	3					
6	3					
7	3					
8	3		N 1/2 W			
9	3					
10	4		S 1/2 E	W N W		
11	4					
12	4					

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
S 80 W	65	11	63-5	38 12	38 15	1/4 W	1-21	8-48	



From

towards

Grapani

Bath Maine

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks.
1	4		St by W	N by W		This 24 hours comes in with moderate breeze
2	4					
3	4					
4	4		St by S	N by W		
5	4					
6	4		St by S			At 8 P M I tackled ship to the North and westward
7	4					
8	4		N by W	S by W		
9	4					At 9:30 comes in thick
10	4					
11	4		N by W			
12	3		N by W			At 12 M, furled fore and mizen top sail and sails
1	3					and flying jib clearing up At 4 AM tackled ship to the westward
2	3					
3	3		St by S			At 5 AM a Brig crossed our bow steering S by W set all sail
4	3					
5	3					
6	3					
7	3					
8	3					
9	3					
10	3					At 10 AM a bark in sight steering southward
11	3					
12	3			N by W		Pumps Attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
St by W	71	17	69-0	37 58	37 56	1/2 W	1-28	7 20	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks.
1	3		St by S	N by W		This 24 hours comes in with moderate breeze and very unsteady
2	3					
3	3					
4	3					
5	3					
6	3		West			At 3 PM passed a steam ship steering eastward
7	3					
8	3					
9	2					Green employed at the rigging
10	2					Carpenter repairing Port
11	2					Quarter boat
12	2					
1	2					At 7 AM Tackled ship to the North and westward
2	2					and in sight on the Port
3	2		St by W	N by W		bow furled the royals
4	2					
5	2					
6	2					
7	2					
8	2		N by W	N by W		Ship making a little more water
9	2					
10	3					
11	3		N by S			
12	3			N by W		Pumps well Attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
St by W	48	4	47-8	37 52	37 48	1/2 W	2-01	6 19	

From

towards

Grapani

Bath Maine

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks.
1	2		N by E	N by W		This 24 hours comes in with light breeze
2	3		West			At 1 PM tackled ship to the South and westward
3	3					
4	2		West			
5	2					
6	2					
7	2					
8	2					
9	1					At 12 M calm
10	1					
11			calm			
12						
1						Current setting South
2						for which I allow 22 miles
3						
4						
5						
6						
7						At noon Cape Bageux in sight on the Port
8						Beam
9						
10						
11	2		St by N			
12	2					Pumps Well attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
St by W	26	17	20-1	37 31	37 27	1/2 W	2-5	5 54	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks.
1	2		St by N	North		This 24 hours comes in with moderate breeze
2	3					all sail set to the best advantage
3	4					
4	4					
5	6			N by E		
6	6					
7	6					
8	6					
9	6					
10	5					
11	4					
12	4					
1	4					
2	4					
3	3					
4	3					
5	3					
6	3					
7	4			N by E		
8	4					
9	4					
10	4					
11	3		N by N	East		
12	3					

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
St by W	98	8	97-6	37 35	37 48	1/2 W	2-04	3-50	



From

towards

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	day of	18
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
---------	-----------	---------------	------------	---------------	-------------	------------	---------------	----------	-------------

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	day of	18
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
---------	-----------	---------------	------------	---------------	-------------	------------	---------------	----------	-------------

From

towards

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	day of	18
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
---------	-----------	---------------	------------	---------------	-------------	------------	---------------	----------	-------------

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	day of	18
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
---------	-----------	---------------	------------	---------------	-------------	------------	---------------	----------	-------------



From		towards									
Trapani		Bath Maine									
H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks.	Thursday	day of	June	1881	
1	4		W by N	East		This 24 hours comes in fine with moderate breeze					
2	4										
3	4										
4	4										
5	4										
6	4										
7	4										
8	4										
9	5										
10	5										
11	6										
12	6										
1	6					At 8 Pm passed a steam ship bound Eastward					
2	6					Crew employed at rigging					
3	6					Carpenter repairing Fore-Lugger Boat					
4	6										
5	6										
6	6										
7	6										
8	6					At 6 Am A Steam Ship passed bound westward					
9	7		W 2 N	S E		Bark still in sight bound the same way					
10	8										
11	8										
12	8					Pumps Attended					

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
S 83 W	143	17	141-9	37 31	37 32	1 2 W	8-	0-30	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks.	Friday	day of	July	1881	
1	5		W 2 N	S E		This day comes in with fine breeze					
2	5										
3	4										
4	4										
5	4										
6	4										
7	4										
8	4										
9	4										
10	4										
11	4										
12	4										
1	4					At 7 Pm furled mizzen royal and mizzen top Gallant sail					
2	4										
3	4					At 12 Pm furled fore and main royal sharp fighting with thunder in the N W clewed up fore top Gallant sail					
4	4										
5	4					At 2 30 wind jumped into the N W clewed up main top Gallant sail wind baffling					
6	4										
7	4										
8	3					At 6 Am set fore and main top Gallant sails					
9	3										
10	4					latter part winds unsteady					
11	4										
12	4					Pumps Attended					

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
S 79 W	94	18	92-4	37 14	37 21	1 2 W	1-55	2-15	

From		towards									
Trapani		Bath Maine									
H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks.	Saturday	day of	July	1881	
1	2		W by N	S W		This day comes in fine and pleasant with light breeze					
2	2										
3	4										
4	4										
5	4										
6	4										
7											
8											
9	4										
10	3										
11	2										
12	1										
1						At 3 Pm made the land on our port Bow					
2						At 6 Pm wore ship died out calm					
3											
4						At 8 Pm light breeze from the southward several sails in sight					
5	10					At 12 M calm					
6	10										
7	10										
8	10										
9	10										
10	10										
11	10										
12	10										

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
S 48 W	104	69	77-6	36-12	36 10	1 2 W	1-37	3-52	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks.	Sunday	day of	July	1881	
1	9		W by S	N E		This 24 hours comes in hazy with moderate breeze					
2	9										
3	9										
4	9										
5	8										
6	8										
7	5										
8											
9											
10											
11											
12											
1						At 3 Pm cleared up made Cape de Bath on our starboard bow set fore royal and mizzen top Gallant sails passed several steam ships and sailing vessels bound Eastward					
2											
3						At 7 30 Pm furled royals winds baffling					
4						gave calm all through the night					
5											
6											
7	5										
8	5										
9	5										
10	5										
11	5										
12	5										

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 84 W	82	8	81-6	36 18	36 26	1 2 W	1-41	5-33	



From

Trapani

towards

Bath Maine

From

Trapani

towards

Bath Maine

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Monday day of July 1881
1	2		NW			Ship 24 hours comes in with light and baffling winds
2	1		SW	WNW		
3	2					
4	2					
5	2		WNW	SW		At 5 P.M. tacked ship to the North and westward
6	2					
7	2					
8	2		WNW			At 2 A.M. wore ship
9	3					
10	2			East		Mid night winds light and baffling
11	2		SW			
12	2		NW			
1	2					
2	2		NW			At 5 A.M. tacked to the South and westward
3	2					
4	2					
5	2					Current setting Eastward which I allow 4 miles
6	1					Atter part several vessels in sight
7	1		SW			
8	2					
9	4		SW			
10	4					
11	4			West		
12	4					Pumps Attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 60 E	15	8	13-5	36-12	35-57	1/2 W	17	5-16	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Tuesday day of July 1881
1	4		NW	WNW		Comes in fine with light breeze tacked ship to the North and westward
2	4					
3	4					
4	4					Several sails in sight
5	3		NW	WNW		
6	3					At 6 P.M. made the land ahead
7	3		NW	WNW		
8	4					At 12 M tacked ship to the South and westward
9	4					
10	4					
11	4		SW	WNW		
12	4					
1	3					
2	3					
3	3					
4	3		NW	WNW		At 4 A.M. tacked ship to the North and westward
5	3					
6	3					Current setting E by S for which I allow 7/2 miles
7	3					
8	2		NW			
9	2					
10	2					
11	2					
12	2					Pumps well Attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 79 W	61	10	59-0	36-7	36-1	1/2 W	15	5-01	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Wednesday day of July 18
1	2		NW by N	WNW		Ship 24 hours comes in with light airs all sails set
2	1					
3	1					
4	1		NW			Several sails in sight
5	1					
6	2					
7	1					
8	1					
9			Calms			Wind light and baffling all through the night
10			NW	NE		
11						
12	1					
1	2					
2	2					
3	3					At 8 A.M. fresh breeze from the NE
4	3					
5	3					
6	2		NW	ENE		
7	1					At 9 A.M. made the rock of Gibraltar on our Starboard bow
8	1					Current setting ESE which I allow 2 1/2 miles
9	6					
10	7					
11	7					
12	7					Pumps Well Attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 82 W	32	4	31-1	36-5	36-1	1/2 W	38	5-39	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Thursday day of July 18
1						
2						
3						
4						Ship day comes in with light breeze and a strong current against us clearing various courses
5			various courses			
6						
7						
8						
9						At 4 P.M. Europa point bore NW by E 3 miles
10	9		WNW	East		
11	9					
12	9					At 7 P.M. Cape Tarifa light house bore NW by E 2 miles
1	9					
2	8					At 7 30 fresh breeze furl'd mizzen royals and mizzen top sails fore royals and flying jib
3	7					
4	6					At 9 P.M. Cape Spartel bore South 6 miles from which I take my departure sharp lightning with thunder and rain squalls through the night
5	2		NW	North		
6	2					
7	2					
8	2					
9	1					
10	2					
11	1			calm		
12						Pumps Attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 89 W	58	07-9	57-6	35-41	35-53	1/2 W	1-11	7-05	



From

Grapani

towards

Bath Maine

From

Grapani

towards

Bath Maine

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Friday day of July 1881
1	2		Off by N	SW		Ship 24 hours comes in with light breeze four sails in sight
2	2					
3	2					
4	2					
5	2					
6	2		Off by N	SW		At 10 PM set the royals
7	1					
8	1					
9	1					
10	1					
11	2		Off by N	South		Mid night light air from the Southward
12	3					
1	4					
2	4					
3	4					
4	4					Brew employed variously
5	3					
6	3					
7	3					
8	2					
9	2		West			Latter part winds light Pumps Attended
10	2					
11	2					
12	2					

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
S 88 W	52	2	52-8	35-53	35-42	1/2 W	1-5	8-10	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Saturday day of July 1881
1						Ship 24 hours comes in calm
2						
3						
4						
5						
6	2		Off by S	NW by W		Unbent the chains from the anchors and sent them below sent the fish tackle down and secured the anchors on the fore castle
7	2					
8	2		Off by N			
9	2					
10	2					
11	2					Four sails in sight
12	2					
1	2			SSW		
2	1					
3	1					
4	1		West	East		Latter part fine Breeze from the Northward
5	2					
6	2					
7	2					
8	2					
9	2		Off by N	NE		Pumps Attended
10	2					
11	2					
12	2					

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
S 78 W	36	7	35-8	35-49	35-42	1/2 W	44	8-54	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Sunday day of July 1881
1	4		Off by N	NW by W		Ship 24 hours comes in with moderate breeze
2	5					
3	5					
4	5					
5	6					
6	7					At 6 PM breeze freshening furled the royals and mizzen top gallant sail
7	8					
8	8					
9	8					
10	8					
11	8					At 11 PM ship the main top gallant sails upbent it and sent the best one fresh breeze
12	8					
1	8					
2	8					
3	8					
4	8					Shipping water on deck
5	8					
6	8					
7	8					
8	8					
9	8					Latter part cloudy with fresh breeze Pumps Attended
10	8					
11	8		NW North			
12	8					

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
S 85 W	178	14	177-1	35-28	none	1/2 W	3-39	12-33	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Monday day of July 1881
1	8		Off by N	NW North		This day begins with fresh breeze
2	8					
3	8					
4	8					
5	8					
6	8					Shipping water on deck
7	8					
8	8					
9	8					
10	8					
11	8					Midnight more moderate
12	8					
1	8					
2	8					
3	8					
4	8					At 8 AM set the royals and mizzen top gallant sail
5	8					
6	8					
7	8					
8	8					
9	8					Pumps well Attended
10	8					
11	8		Off by N	NW		
12	8					

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
S 87 W	184	10	183-7	35-18	35-14	2 W	3-44	16-17	



From *Trapani* towards *Bath Maine*

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Tuesday day of July 1881
1	8		WNW	NNE		Comes in fine with moderate breeze
2	8					
3	8					
4	8					
5	8					
6	7					Crew employed Holy stoning after house
7	7					
8	7					
9	7					
10	7					Carpenter employed on foreward house
11	7					
12	7					
1	7					
2	7					
3	7					
4	6					
5	6					
6	6					
7	7					
8	7					Passes a ship steering southward
9	7					
10	7					
11	7					
12	8		WNW			Pumps Attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
WNW	179	17	178-2	3457	3459	2W	3-38	1955	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Wednesday day of July 1881
1	7		WNW	NNE		Comes in with moderate breeze
2	7					
3	7					
4	7					
5	6					
6	6					
7	6					At 7 P.M. pass a vessel steering southward
8	6					
9	5					
10	5					
11	5					
12	5			NE		winds light and baffling all through the night
1	4					
2	3					
3	3					
4	3					
5	4					
6	5			NE		Crew employed scrubbing paint work
7	5					
8	5					
9	5					Scatter part moderate
10	5			North		
11	5					
12	5					Pumps Attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
West	126		126-0	3459	3457	2W	2-32	2227	

From *Trapani* towards *Bath Maine*

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Thursday day of July 1881
1	5		WNW	NNE		Ship 24 hours comes in with light breeze
2	5					
3			WNW	NNE		
4			WNW	NNE		
5	3					One sail on our starboard quarter steering Southward
6	5					
7	6					
8	6					
9	6					Employed scrubbing paint work
10	6					
11	7					
12	7					
1	4					
2	4					
3	4					
4	4					
5	4					
6	4					Scatter part light breeze Holy stoning foreward house and scrubbing and paint ing
7	4					
8	4					
9	4					
10	4					
11	3					
12	3					Pumps well Attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
WNW	102	2	101-6	3459	3455	13W	2-	2427	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Friday day of July 1881
1	3		WNW	North		Ship 24 hours comes in with light and baffling airs
2	3					
3	3		WNW			
4	3					
5	3					Crew employed painting and scrubbing ship
6	2					
7	2					
8	2					
9	2					
10	2					Mid night winds light
11	2					
12	2					
1	2					
2	2					
3	2					beat the old main top Gallant sail
4	2					
5	2		WNW			
6	2					
7	2					
8	2		WNW			
9	2					
10	2					Scatter part pleasant and quite warm
11	2					
12	2					Pumps Attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
WNW	49	9	48-7	3446	3440	2W	1-00	2527	



From <i>Chaparral</i> towards <i>Bath Maine</i>									
H.	K.	1/2 K.	Courses.	Winds.	Leeway.	Remarks, <i>Saturday</i> day of <i>July</i> 1881			
1	2		<i>West</i>	<i>NW</i>		<i>Ship 24 hours comes in with light breeze and fine weather</i>			
2	2								
3	2								
4	3								
5	3								
6	3								
7	3								
8	3								
9	3								
10	3								
11	3								
12	4								
1	4					<i>Mid night had a light shower of rain</i>			
2	4								
3	4								
4	4								
5	4		<i>W NW</i>						
6	4								
7	4		<i>W by N</i>						
8	4								
9	5								
10	5								
11	5								
12	5			<i>North</i>					
Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
<i>87 1/2 W</i>	<i>75</i>	<i>24</i>	<i>70-8</i>	<i>34 16</i>	<i>34 13</i>	<i>2 W</i>	<i>126</i>	<i>26 53</i>	
H.	K.	1/2 K.	Courses.	Winds.	Leeway.	Remarks, <i>Sunday</i> day of <i>July</i> 1881			
1	5		<i>W NW</i>	<i>North</i>		<i>This 24 hours comes in with moderate breeze and fine weather</i>			
2	5								
3	5								
4	5								
5	5								
6	5								
7	5								
8	5								
9	5								
10	6								
11	6								
12	6								
1	6					<i>At 11 PM had a light rain squall</i>			
2	6								
3	6		<i>W NW</i>						
4	6								
5	6								
6	6								
7	5								
8	5								
9	4								
10	3								
11	3								
12	3								
Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
<i>87 1/2 W</i>	<i>121</i>	<i>7</i>	<i>120-6</i>	<i>34-6</i>	<i>33 56</i>	<i>2 W</i>	<i>2-26</i>	<i>29-19</i>	

From <i>Chaparral</i> towards <i>Bath Maine</i>									
H.	K.	1/2 K.	Courses.	Winds.	Leeway.	Remarks, <i>Monday</i> day of <i>July</i> 1881			
1	4		<i>West</i>	<i>NW</i>		<i>This day comes in fine and pleasant</i>			
2	5								
3	5								
4	5								
5	5		<i>W NW</i>	<i>North</i>					
6	5								
7	6								
8	6								
9	7								
10	7								
11	7								
12	7								
1	7					<i>Day light Bark out of sight</i>			
2	7								
3	7								
4	7								
5	6								
6	5								
7	5								
8	6								
9	5		<i>W by N</i>	<i>N by W</i>					
10	5								
11	4								
12	4								
Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
<i>88 1/2 W</i>	<i>136</i>	<i>17</i>	<i>134-6</i>	<i>33 39</i>	<i>33 34</i>	<i>24 1/2</i>	<i>2-43</i>	<i>32-2</i>	
H.	K.	1/2 K.	Courses.	Winds.	Leeway.	Remarks, <i>Tuesday</i> day of <i>July</i> 1881			
1	5		<i>W by N</i>	<i>N by E</i>		<i>This 24 hours comes in with moderate breeze and fine weather</i>			
2	5								
3	5		<i>W NW</i>	<i>North</i>					
4	8								
5	9								
6	9								
7	9								
8	9								
9	7			<i>N NE</i>					
10	7								
11	7								
12	7								
1	7					<i>At 9 PM wind hauling aft</i>			
2	7								
3	7								
4	7								
5	7								
6	6								
7	6								
8	6								
9	6								
10	6								
11	6								
12	6			<i>N E</i>					
Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
<i>86 W</i>	<i>166</i>	<i>10</i>	<i>165-5</i>	<i>33 24</i>	<i>33 30</i>	<i>24 1/2</i>	<i>3-18</i>	<i>35-20</i>	



From

Chaparrí

towards

Bath Maine

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,
1	7		WNW	NE		Comes in fine land breeze
2	7					Employed painting
3	7					
4	7					
5	7					
6	7					
7	7					
8	7					
9	6					
10	6					
11	6			NE		
12	6					
1	5					
2	5					
3	5					
4	5			North		Day light squally with rain
5	5					
6	5					
7	4					
8	4					
9	4					
10	8					
11	8					
12	8					

Pumps well Attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
West	149	0	149-0	33 30	33 29	2 W	2-58	38-78	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,
1	7		WNW	NE		This day comes in pleasant
2	7					Employed painting
3	7					
4	7					
5	6					
6	6					
7	6					
8	6					
9	6					
10	6					
11	6					
12	6					Squally with rain all through the night
1	6					
2	6					
3	6					
4	6			NE		
5	5					
6	5					
7	5					
8	5			East		One sail in sight steering northward
9	5					
10	5					
11	5					Day ends squally
12	5			SE		

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
187 W	141	6	140-8	33 35	33 33	1 1/2 W	2-48	41-06	

From

Chaparrí

towards

Bath Maine

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,
1	5		WNW	NE		This 24 hours comes in showery and continues till midnight
2	5					Employed variously
3	5					
4	5					
5	5					
6	5					
7	5			NE		
8	5					
9	5					
10	5					
11	5					
12	5					
1	5					
2	5					
3	5					
4	5					
5	4					
6	4					Latter part pleasant
7	4					Painting ship
8	4			SE		
9	4					
10	4					
11	4					
12	3					

Pumps Attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
187 W	109	5	108-9	33 28	33 28	13 W	2 10	43 16	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,
1	3		WNW	SE		Comes in fine and pleasant winds light
2	3					Employed painting ship
3	3					
4	3					
5	4					
6	4					
7	4					
8	4					
9	4					
10	4					
11	4					
12	4					Mid night winds light
1	4					
2	4			SE		
3	4					
4	4					
5	4					
6	4					
7	4					
8	4					
9	5					
10	5					
11	5					
12	5			South		

Latter part very warm  
Pumps Attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
187 W	96	04-7	95-9	33 42	33 39	13 W	1-56	45-12	



From *Trapani* towards *Bath Maine*

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	day of	1881
1	3		W N W	South		This 24 hours comes in fine and pleasant and very warm winds light	Sunday	24 July
2	3							
3	3							
4	3							
5	2							
6	2							
7	2							
8	2							
9	2							
10	2							
11	2					Mid night winds light and baffling		
12	2							
1	2							
2	2					Day light winds light and baffling two sails in sight bound Eastward		
3	2							
4	2							
5	2							
6	2							
7	2					Day ends very warm		
8	2							
9	2							
10	2							
11	2							
12	2					Lumps Attended		

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 87 W	32	3	31-9	33 42		13 W	1-2	46 14	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	day of	1881
1	2		W N W	S E		This 24 hours comes in with light and baffling airs and calms	Monday	25 July
2	2							
3	2							
4	2		N W by W	S W				
5	2							
6	2							
7								
8								
9								
10								
11						Mid night light airs from the westward		
12								
1	1		N N W	West				
2	1					Employed scraping		
3	1							
4	1		N W by W					
5	$\frac{1}{2}$							
6	$\frac{1}{2}$							
7	$\frac{1}{2}$					Latter part very warm		
8	$\frac{1}{2}$							
9	$\frac{1}{2}$							
10	$\frac{1}{2}$							
11	$\frac{1}{2}$							
12	$\frac{1}{2}$					Lumps Attended		

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 76 W	19	5	18-8	33 47	34 00	13 W	23	46 37	

From *Trapani* towards *Bath Maine*

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	day of	1881
1						This 24 hours comes in calm	Tuesday	26 July
2								
3								
4								
5								
6								
7								
8								
9								
10								
11						Employed variously		
12								
1								
2						Mid night Calm		
3								
4								
5								
6								
7						Day ends calm and very warm		
8								
9								
10								
11								
12						Lumps Attended		

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
				34 04				46 37	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	day of	1881
1	2		W N W			This day begins with a dead calm	Wednesday	27 July
2	2							
3	2							
4	1			North				
5	1							
6	1							
7	2							
8	2							
9	2							
10	2							
11	2					At 1 P M light breeze sprung up from the N E		
12	2							
1	2							
2	2					Crew employed variously Chesquil not making as much water as usual		
3	2							
4	2							
5	2							
6	2							
7	2					Mid night winds light		
8	2							
9	2							
10	2							
11	2							
12	2					At 4 A M had a heavy rain shower and winds baffling		
1	2							
2	2							
3	2							
4	2							
5	2					Two Barks in sight steering southward		
6	2							
7	2							
8	2							
9	2							
10	2					Lumps Attended		
11	2							
12	2							

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 84 W	40	4	39-8	34-8	34 17	12 W	48	47 25	



From

towards

Trapani

Bath Maine

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks.
1	1	$\frac{1}{2}$	W N W	E S E		Thursday day of July 1881
2	1	$\frac{1}{2}$				This 24 hours comes in with light airs and continues through the day
3	1	$\frac{1}{2}$				
4	1	$\frac{1}{2}$				
5	1	$\frac{1}{2}$				
6	1	$\frac{1}{2}$				
7	1	$\frac{1}{2}$				
8	1	$\frac{1}{2}$		East		
9	2	$\frac{1}{2}$				
10	2	$\frac{1}{2}$				
11	2	$\frac{1}{2}$				
12	2	$\frac{1}{2}$				
1	2	$\frac{1}{2}$				Mid night light airs
2	2	$\frac{1}{2}$				
3	2	$\frac{1}{2}$		S E		
4	2	$\frac{1}{2}$				
5	2	$\frac{1}{2}$				
6	2	$\frac{1}{2}$				
7	2	$\frac{1}{2}$				Painting out side
8	2	$\frac{1}{2}$				
9	2	$\frac{1}{2}$				
10	1	$\frac{1}{2}$				
11	1	$\frac{1}{2}$				
12	1	$\frac{1}{2}$		E N E		

Pumps Attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 85 W	40	03-9	39-8	34 21	34 29	1 1/2 W	48	48 13	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks.
1		$\frac{1}{2}$	W N W	E N E		Friday day of July 1881
2		$\frac{1}{2}$				
3		$\frac{1}{2}$				
4		$\frac{1}{2}$		North		This 24 hours begins with very light airs
5		$\frac{1}{2}$				
6		$\frac{1}{2}$				
7		$\frac{1}{2}$				
8		$\frac{1}{2}$				
9		$\frac{1}{2}$				
10		$\frac{1}{2}$				
11		$\frac{1}{2}$				At 11 P.M. died out a calm
12		$\frac{1}{2}$				
1						
2						
3						
4						
5						At 8 A.M. light breeze from the westward and at 10 A.M. shifted into the North ward
6						
7						
8						
9	2		North	W N W		
10	2					
11	3		W N W 1/2 W	North		
12	3					

Pumps Attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 84 W	15	01-7	14-8	34 31	34 33	1 1/2 W	18	48 31	

From

towards

Trapani

Bath Maine

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks.
1	4		W N W	N N W		Saturday day of July 1881
2	4					
3	4					
4	4					This 24 hours comes in with moderate breeze and overcast
5	4					
6	5					
7	5					
8	5		W by N			Mid night winds baffling
9	5					
10	5					
11	5					
12	4		W S W 1/2 W	N N W		
1	4					
2	4					
3	4					Day light breeze freshening
4	4					furled the royals
5	5		W by N 1/2 W			
6	6					
7	7					
8	7					At 12 noon had a heavy rain squall furled fore and mizzen
9	7		W by N	N by W		top gallant sail and flying
10	7					Gib
11	8					
12	8					Pumps Attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
S 60 W	119	58-5	103-2	33 35	-	1 1/2 W	2-4	50 35	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks.
1	6		West	N N W		Sunday day of July 1881
2	6					
3	6					This day begins with heavy rain squalls heavy squall from the N N W
4	6					
5	7	$\frac{1}{2}$				Set flying Gib
6	7	$\frac{1}{2}$				
7	7	$\frac{1}{2}$				
8	7	$\frac{1}{2}$				
9	8		N W 1/2 W	N N E		At 7 P.M. parted the foot rope of the old gaging top gallant sail and bent the best one
10	8					
11	8					
12	8					
1	5		W			
2	5					
3	5					
4	5					At 6 A.M. set fore and mizzen
5	5		N W 1/2 W			top gallant sail and main royal
6	5					
7	6					
8	6					
9	6					
10	6					Day ends pleasant with a
11	6					fresh sea
12	6					Pumps Attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 75 W	139	20	134-0	33 55	33 38	1 1/2 W	2-42	53 17	



From

Irahani

towards

Bath Maine

From

Irahani

towards

Bath Maine

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks.
1	5		N by E	N by E		Monday day of August 1881
2	5					Ship 24 hours comes in
3	5					with a heavy swell from the
4	5					N. N. W.
5	5					
6	5		N. N. W.	North		At 3 P.M. passed a Bark
7	4					steaming, S. E.
8	4					
9	4					
10	3		N. by E	N. N. W.		At 10:30 P.M. had a rain
11	3					squall furled main royal
12	5		N. by E	N. N. E.		mizzen top & all sail
1	6					and flying rib
2	6					Mid night winds baffling
3	6					
4	6		N. by E	N. N. W.		
5	6					
6	6					
7	6					
8	6					Fresh breeze and squally
9	5					through the night
10	5					
11	5					
12	5					Pumps Attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 82 W	120	17 0	118-8	33 55	33 43	14 W	2 23	35 40	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks.
1	5		N. N. W.	North		Tuesday day of August 1881
2	5					
3	5					This day begins pleasant with
4	5					moderate breeze all sail set
5	5					
6	4					
7	4					
8	4		N. by E	N. E.		
9	4					
10	4					
11	4					Winds baffling all through
12	4					the night
1	2					
2	2					
3	2					
4	2		N. N. W.	E. N. E.		
5	2					
6	2					
7	2					
8	2					
9	2					This day ends pleasant and
10	2					quite warm
11	2					
12	2					Pumps Attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 43 W	77	56	52-1	34 38	34 42	14 W	1-3	59-6	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks.
1	2		N. N. W.	East		Thursday day of August 1881
2	2					This 24 hours comes in pleasant
3	2					with light airs
4	2					
5	2			E. N. E.		
6	2					
7	2					
8	2					
9	2					
10	2					
11	2					Mid night light and baffling
12	2					airs
1	2					
2	2					
3	2					
4	2					
5	2					
6	2					
7	2					
8	2					
9	2					latter part pleasant with
10	2					light airs
11	2					
12	2					Pumps Attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 45 W	50	38	32-2	35-17	35-17	14 W	39	59 45	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks.
1	5		West	N. N. W.		Tuesday 2 August 1881
2	5					This day comes in with
3	5					moderate breeze
4	5					
5	5					At 9 P.M. set main royal
6	5					flying rib and mizzen
7	5		N. E.			top gallant sail
8	5					
9	5		N. N. W.	North		At 3 P.M. breeze freshening
10	5					and hauling aft
11	5					
12	5		N. by E			
1	5		"			for the heave of the sea
2	5					allow 2 knots southward
3	6		N. N. W.	N. N. E.		Painting a white streak around
4	6					out side and employed
5	6					variously
6	6					
7	6					
8	6					
9	5					Day ends pleasant all sail
10	5					set
11	5					
12	5					Pumps Attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 84 W	120	13	118-8	33 56	33 42	14 W	2 23	58 3	



From *Chapani* towards *Bath Maine*

H.	K.	1/2 K.	Courses.	Winds.	Leeway.	Remarks,	Friday	day of	August	1881
1	1		W by N	S						
2	1									
3	1									
4	1									
5	1									
6	1									
7	2									
8	2									
9	2									
10	2									
11	2									
12	2									
1	3									
2	2									
3	2									
4	2									
5	2									
6	2									
7	2									
8	2									
9	2									
10	2									
11	2									
12	2									

This 24 hours comes in again and pleasant with light airs

Crew employed Scraping

SSE by S

Latter part pleasant  
two sails in sight steering  
Eastward

Pumps Attended

Course. Distance. Diff. of Lat. Departure. Lat. by D. R. Lat. by Ob. Variation. Diff. of Lon. Lon. in. Lon. by Ob.

N 48 W 57 38 38 42 2 35 55 35 56 1/4 W 52 60 37

H. K. 1/2 K. Courses. Winds. Leeway. Remarks, Saturday day of August 1881

1	2		NNW	ENE						
2	2									
3	2									
4	2									
5	2									
6	2									
7	2									
8	2									
9	2									
10	2									
11	2									
12	2									
1	2									
2	2									
3	2									
4	2									
5	2									
6	2									
7	2									
8	2									
9	2									
10	2									
11	2									
12	2									

Comes in pleasant and quite warm winds light

Crew employed scraping masts

SSE

At 9 Am passed a Bark heading ENE

At 11 Am had a rain shower  
Day endg showers

Pumps Attended

Course. Distance. Diff. of Lat. Departure. Lat. by D. R. Lat. by Ob. Variation. Diff. of Lon. Lon. in. Lon. by Ob.

N 36 W 48 38-6 28-6 36 35 36 44 1/4 W 35 61-12

From *Chapani* towards *Bath Maine*

H.	K.	1/2 K.	Courses.	Winds.	Leeway.	Remarks,	Sunday	day of	August	1881
1	6		W by N	Baffling						
2	6									
3	6		W by N	SW						
4	6									
5	6									
6	6									
7	6									
8	5									
9	5									
10	5									
11	5									
12	5									
1	6									
2	6									
3	6									
4	6									
5	6									
6	6									
7	6									
8	8									
9	8									
10	8									
11	8									
12	8									

This 24 hours comes in squally with baffling winds

At 3 Pm wind settled down in the SW

Passed a Barkenstein steering ENE

At 6 Am passed two Barks steering eastward looking very dirty with murels and lightning in the WNW  
worked the Royals  
feeling a current setting Eastward 3 galls 5 miles  
Pumps Attended

Course. Distance. Diff. of Lat. Departure. Lat. by D. R. Lat. by Ob. Variation. Diff. of Lon. Lon. in. Lon. by Ob.

N 39 W 142 72-7 121-7 37 56 38 27 10 W 2 24 63 36

H. K. 1/2 K. Courses. Winds. Leeway. Remarks, Monday day of August 1881

1	9		NW 1/2 W	SW by W						
2	9									
3	9									
4	9									
5	8									
6	2									
7	2									
8	2									
9	1									
10	1									
11	1									
12	1									
1	1		NW 1/2 W	West						
2	1									
3	1									
4	1									
5	1									
6	1									
7	1		N by E							
8	1									
9	1		N 1/2 E	NW by N						
10	1									
11	1									
12	1									

This 24 hours comes in with fresh breeze

Passed a bark bound eastward

At 6 Pm had a heavy squall from the WNW with thunder and lightning furred top sails and mainsail

At 8 Pm set fore and main upper topsail and sib

At 10 Pm had a heavy squall burst sib and furred upper topsails

At 8 Am set upper topsails current setting 8 by N 2 galls 24 miles

Pumps Attended

Course. Distance. Diff. of Lat. Departure. Lat. by D. R. Lat. by Ob. Variation. Diff. of Lon. Lon. in. Lon. by Ob.

N 18 W 47 45 14-8 38 41 1 W 19 63 33



From

towards

Crahan

Bath Maine

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	day of	1881
1	6		NW	West		This 24 hours comes in with strong breeze and a heavy beam sea ship straining and laboring heavily	Saturday	13
2	6					Shipping large quantities of water on deck		
3	6							
4	6							
5	5							
6	5							
7	4		NW			At 6 P.M. more moderate made all sail		
8	4					Set a current setting 8.18		
9	4					allow 24 miles		
10	2					At day light in a large fleet of fishing vessels		
11	2					At 7 A.M. tacked to the South and westward		
12	2					At 8 P.M. wind shifted in to the Southward went on the port tack		
1	2					At 12 noon tacked to the south ward		
2	2							
3	2							
4	2							
5	2							
6	2							
7	2							
8	2							
9	1							
10	1							
11	1							
12	1							

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 27 W	64	57	29 2	48 50	48 42	12 12	29	68 53	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	day of	1881
1			NW	NW		This day comes in with light air	Sunday	14
2						At 8 P.M. more light bore		
3						At 9 P.M. 12 m. begin light bore NW wind island light in sight shortened sail		
4								
5								
6								
7								
8								
9								
10			NW			At 5 A.M. Tug Solvia came out and towed us in at 5.30 Pilot came on board and projected up the river unvent all our sails		
11								
12								
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
---------	-----------	---------------	------------	---------------	-------------	------------	---------------	----------	-------------

From

towards

Lying in the Port of Bath

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	day of	18
1								
2			Monday	12	1881	mate came on board riggers putting new lower rigging on		
3								
4								
5								
6			Tuesday	18		Riggers employed one half a day		
7								
8								
9								
10			Wednesday	14		Second mate came on board riggers employed		
11								
12								
1								
2			Thursday	13		Five weather riggers employed all day		
3								
4								
5								
6								
7			Friday	14		Fine and pleasant through the day riggers employed		
8								
9								
10								
11			Saturday	13		Rainy all day not any work		
12								

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
---------	-----------	---------------	------------	---------------	-------------	------------	---------------	----------	-------------

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	day of	18
1			Sunday	16		Fine and pleasant through the day		
2								
3								
4								
5								
6			Monday	17		Not any work rainy through the day		
7								
8								
9								
10			Tuesday	18		Riggers working all day repairing stores		
11								
12								
1								
2								
3			Wednesday	19		At 10 A.M. Tug Bull Boss came along side At 11 A.M. 10 men and cook and steward came on board cast off our lines and started for Bangor At 11 P.M. came to anchor off Fort Point		
4								
5								
6								
7								
8								
9								
10								
11								
12								

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
---------	-----------	---------------	------------	---------------	-------------	------------	---------------	----------	-------------



From *Lying in Port of Brewer Village* towards

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	day of	18
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
---------	-----------	---------------	------------	---------------	-------------	------------	---------------	----------	-------------

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	day of	18
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
---------	-----------	---------------	------------	---------------	-------------	------------	---------------	----------	-------------

From *Lying in Port of Brewer Village* towards

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	day of	18
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
---------	-----------	---------------	------------	---------------	-------------	------------	---------------	----------	-------------

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	day of	18
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
---------	-----------	---------------	------------	---------------	-------------	------------	---------------	----------	-------------



From

towards

Lying at anchor off Fort Point

From

towards

Brewer Village New Orleans

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	day of	18
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
---------	-----------	---------------	------------	---------------	-------------	------------	---------------	----------	-------------

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	day of	18
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
---------	-----------	---------------	------------	---------------	-------------	------------	---------------	----------	-------------

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	Monday	day of	November	1881
1										
2										
3										
4										
5										
6										
7										
8										
9										
10										
11										
12										
1										
2										
3										
4										
5										
6										
7										
8										
9										
10										
11										
12										

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
---------	-----------	---------------	------------	---------------	-------------	------------	---------------	----------	-------------

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	Tuesday	day of	November	1881
1										
2										
3										
4										
5										
6										
7										
8										
9										
10										
11										
12										
1										
2										
3										
4										
5										
6										
7										
8										
9										
10										
11										
12										

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
---------	-----------	---------------	------------	---------------	-------------	------------	---------------	----------	-------------



From

towards

Brewer Village New Orleans

H.	K.	1/2 K.	Courses.	Winds.	Leeway.	Remarks.
1	2		SSW	SE		Ship 24 hours comes in foggy
2	2					with fresh breeze
3	2					
4	2		SSW	SE		
5	2					
6	2					
7	2					
8	2					
9	2		SSW	SE		At 8 AM set main Sd
10	2					Gallant sail
11	2					
12	2					Mid part thick and
1	2		SSW	SE		rainy fresh breeze
2	2					
3	2					
4	2					
5	2					
6	2					
7	2					
8	2					
9	2					
10	2					
11	2					
12	2					

At 7 PM hauled main Sd.  
Gallant sail and hauled  
main sail up day ends  
foggy Pumps Attended

From

towards

Brewer Village New Orleans

H.	K.	1/2 K.	Courses.	Winds.	Leeway.	Remarks.
1	8		SSW	SE		Ship 24 hours comes in with
2	8					strong gales from the NW
3	8					and heavy cross sea running
4	8					Shipping large quantities
5	8					of water on deck
6	8					
7	8					
8	8					
9	8					
10	8					
11	8					
12	8					

At 8 AM set all sail  
Surrept setting S, N, E for  
which I allow 24 miles

Pumps well Attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
SSW	41	35	7	41	57	none	1 P M	48	68 48

H.	K.	1/2 K.	Courses.	Winds.	Leeway.	Remarks.
1	2		SSW	SE		At 1 PM more ship to the
2	2					south and Eastward
3	2					
4	2					
5	2					
6	2					
7	2					
8	2					
9	2					
10	2					
11	2					
12	2					

At 4 PM breeze freshening  
reeled and furled the upper  
topsails and fore sail furled  
main sail  
Blowing a gale ship laboring  
heavily jumping into a head  
sea and shipping large quantities  
of water on deck  
At 12 PM more moderate  
shook reefs out and set topsails  
and foresail  
One seaman sick  
Pumps Attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
SSW	14	13-9	017	40 12		3/4 W	02	68 50	

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
SSW	187	3 03	35-7	37 09	37 47	3/4 W	46	69 36	

H.	K.	1/2 K.	Courses.	Winds.	Leeway.	Remarks.
1	7		SSW	SE		Ship 24 hours comes in with
2	7					moderate breeze and all sail
3	7					set
4	7					
5	7					
6	7					
7	7					
8	7					
9	7					
10	7					
11	7					
12	7					

At 8 PM passed a bark  
steering Northward  
at kind light  
Surrept setting N, E, S by E  
for which I allow 3 miles  
 Latter part winds light  
and baffling  
Pumps Attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
SSW	43	34	25-8	37 13		1/2 W	33	70-09	



From

towards

Brewer Village New Orleans

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks.	day of	November	1881
1	3		S by E	S by W		At 3 Pm hoisting up furler royals top gallant spails and flying jib	Sunday	13	
2	3								
3	3								
4	3								
5	4								
6	4		S by E						
7	4		S by E						
8	4					Mid night: Strong Breeze			
9	4								
10	4								
11	4								
12	4								
1	4		S by E	S W	2	At 2 Pm furler the upper topsails and jib			
2	4								
3	4								
4	4								
5	4								
6	4					At 8 Pm reefed and furler the foresail and main sail blowing a gale shipping large quantities of water on deck			
7	4								
8	4								
9	4		S by E		4				
10	4								
11	4								
12	4					Pumps well attended			

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
S 86 E	80	8'	79-9	37	8	2 W	140	71 49	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks.	day of	November	1881
1	1		S by E	N S W	4 P	Ship 24 hours comes in blowing gale with a heavy sea running ship laboring and straining heavily shipping large quantities of water on deck	Monday		
2	1								
3	1								
4	1								
5	1								
6	1								
7	1								
8	1					Split the fore and mizzen lower topsail			
9	1								
10	1								
11	1								
12	1								
1	1					At 8 Apm had a heavy shower of rain and wind shifted into the N N E			
2	1								
3	1								
4	1								
5	1								
6	1								
7	1					At 11 Pm sea going down kept her off S W by W set foresail			
8	1								
9	1								
10	1								
11	1								
12	3		S W by N	N N E		Pumps Attended			

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
S 55 E	23	13'	18-0	36 45	36 48	2 W	23	71 26	

From

towards

Brewer Village New Orleans

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks.	day of	November	1881
1	3		S by W	N N W		At 1 Pm set upper topsails and main top gallant sail	Tuesday	14	
2	4								
3	4								
4	4								
5	4					At 4 Pm set fore and mizzen top gallant sail			
6	4								
7	4								
8	4								
9	3					Set another lower mizzen topsail and repaired fore fore			
10	2								
11	2								
12	2					Mid night all sail set winds light			
1	2								
2	2								
3	2								
4	2								
5	2								
6	2								
7	2								
8	2		S by W			Light winds			
9	3								
10	3								
11	3								
12	3					Pumps well attended			

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
S 31 W	63	46'	42-9	37 57	2 W	2 W	54	72 20	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks.	day of	November	1881
1	3		S by E	N N W		Ship 24 hours comes in moder ate	Wednesday	15	
2	3								
3	3								
4	3					At 4 Pm commenced blowing furler royals top gallant spails upper topsails mainsail jib and spanker reefed foresail heavily beam sea running			
5	3		S by W	North					
6	3		S W						
7	3								
8	3								
9	3								
10	3								
11	3		S by E			At 12 Pm sea very irregular and heavy blowing a gale pressed rolling and straining heavily shipping large quantities of water on deck			
12	3								
1	3								
2	3								
3	3								
4	3								
5	3								
6	3								
7	3								
8	3					At 8 Pm more moderate made sail			
9	3		S W						
10	3								
11	3								
12	3		S W			Pumps Attended			

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
S 55 W	125	1-42	72-3	36-15	none	2 W	1-30	73-50	



From

towards

Brewer Village New Orleans

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	Thursday	day of	November	1881
1	7		SE	NE		This 24 hours comes in with fresh breeze and heavy cross sea running				
2	7					All sail set to the best advantage				
3	7									
4	7		SE							
5	7									
6	7									
7	7									
8	7									
9	7									
10	7		East			At 4 PM a Brigantine crossed our bow steering southward				
11	7									
12	7									
1	7									
2	7									
3	7									
4	7									
5	7									
6	7									
7	7									
8	7									
9	7									
10	7									
11	7									
12	7									

Latter part fresh Breeze

Pumps Attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
SE 4th	187	231	110-2	33-4		2 1/2	2-4	76-4	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	Friday	day of	November	1881
1	10		SE	SE		This 24 hours comes in squally with rain				
2	10					Turned royals, mizzen & g. sail and flying 10th				
3	10									
4	10									
5	10									
6	10									
7	10									
8	10									
9	10									
10	10					Passed a brigantine heading northward				
11	10									
12	10									
1	10									
2	10									
3	10									
4	10									
5	10									
6	10									
7	10									
8	10									
9	10									
10	10									
11	10									
12	10									

At 4 PM passed a bark and brig heading north and eastward

This day ends with strong breeze

Pumps attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
SE 4th	240	2-57	161-2	30-47		1 1/4	3 10	79 14	

From

towards

Brewer Village New Orleans

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	Saturday	day of	November	1881
1	9		SE	SE		This 24 hours comes in with fresh breeze and squally with rain				
2	9		SE 1/2 S							
3	9									
4	9									
5	9									
6	9									
7	9		SE							
8	9									
9	9									
10	9									
11	9									
12	9									
1	9									
2	9									
3	9									
4	9									
5	9									
6	9									
7	9									
8	9									
9	9									
10	9									
11	9									
12	9									

Mid night squally with rain showers

At 8 AM passed a Brig bound the same way

Pumps well Attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
SE 4th	199	228	133-2	28-19	29-11		2-34	81-48	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	Sunday	day of	November	1881
1				SE		This 24 hours comes in squally with strong breeze				
2										
3										
4										
5										
6										
7										
8										
9										
10										
11										
12										
1										
2										
3										
4										
5										
6										
7										
8										
9										
10										
11										
12										

At 8 PM made the hole in the wall light on our starboard bow

At 8 PM light bore was 10 miles distance

At 12 PM light bore 8 1/2 miles distance from which take a fresh departure two sails in sight

Pumps Attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 13 E	86	19	84-2	26-10		1 1/4	1-33	78-42	



From

towards

Brewer Village New Orleans

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	Monday day of November 1881
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
SW 2 W	134	145	82-9	2349		4 E	131	8049	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	Tuesday day of November 1881
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
SW 2 W	148	32	144-8	2421		4 E	239	8328	

From

towards

Brewer Village New Orleans

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	Wednesday day of November 1881
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
SW 2 W	168	1-59	118-8	2620		2 E	2-11	85-39	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	Thursday day of November 1881
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
SW 2 W	35	7	33-7	26-13		2 E	38	86-17	



From

Brewer Village

towards

New Orleans

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks.	day of	18
1	3		WNW	North		This 24 hours comes in blowing heavily	Friday	25 November 1881
2	3							
3	3							
4	3							
5	3							
6	3							
7	3							
8	3							
9	3		WNW			At 6 P.M. shook reef out of fore sail set mizzen upper topsail and main sail		
10	3							
11	3							
12	3							
1	3					At 2 A.M. set top Gallant sails		
2	3					current setting S E for which I allow 76 miles		
3	3							
4	3		WNW	NNE				
5	3							
6	3							
7	3							
8	3							
9	3							
10	3							
11	3							
12	3							

Pumps well attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
---------	-----------	---------------	------------	---------------	-------------	------------	---------------	----------	-------------

874W 10 4 15-4 25-9 17 86 34

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks.	day of	18
1	4		WNW	NNE		This 24 hours comes in with baffling winds and squally	Saturday	26 November 1881
2	4							
3	4							
4	4							
5	4							
6	4							
7	4							
8	4		WNW	NNE		Mid Night: weather squally		
9	4							
10	4							
11	4							
12	4							
1	4					current setting S E for which I allow 24 miles		
2	4							
3	4							
4	4							
5	4		WNW	NNE		All sail set		
6	4							
7	4							
8	4							
9	4							
10	4							
11	4							
12	4							

Pumps Attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
---------	-----------	---------------	------------	---------------	-------------	------------	---------------	----------	-------------

127W 82 1 13 36 8 26 22 2 E 41 87 15

From

Brewer Village

towards

New Orleans

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks.	day of	18
1	8		WNW	NNE		This 24 hours comes in with fresh breeze and squally weather	Sunday	27 November 1881
2	8							
3	8		WNW			At 6 P.M. furl fore and mizzen royal		
4	8							
5	8							
6	8							
7	8							
8	8							
9	8							
10	8					Mid Night: squally and clear		
11	8							
12	8		WNW	NNE		At 11:30 A.M. light came on board and at 1 P.M. came to anchor out side the jetties waiting for a tug		
1	8							
2	8							
3	8							
4	8		WNW			At 5 P.M. tug Gray Hound came and towed us up to the head of the passes where we came to anchor at 9:30		
5	8							
6	8							
7	8							
8	8							
9	8							
10	8							
11	8					This day ends with 36 hours and also my sea log		
12	8							

Pumps well attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
---------	-----------	---------------	------------	---------------	-------------	------------	---------------	----------	-------------

874W 10 4 15-4 25-9 17 86 34

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks.	day of	18
1						Going up the Mississippi		
2								
3								
4						Monday Nov = 28		
5						Abandoned our spile, rigged our boom in at 3 P.M.		
6						Two came along side with a ship and schooner and proceeded up river		
7								
8								
9								
10								
11						Tuesday " 29		
12						At 1 A.M. came to anchor off current waiting for the doctor		
1						At 6 A.M. doctor came on board and we proceeded up the river		
2								
3								
4								
5						Wednesday " 30		
6						At 12:30 A.M. came in foggy		
7						came to anchor		
8						At 10 A.M. got under weigh		
9						At 6 P.M. came to anchor foggy		
10								
11						Thursday Dec 1st		
12						At 3 A.M. got under weigh and 3 P.M. made fast along side of wharf at New Orleans		

crew all left

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
---------	-----------	---------------	------------	---------------	-------------	------------	---------------	----------	-------------



From

towards

Living in Port of New Orleans

From

towards

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	day of	1881
1								
2			Friday Dec		2nd	A new stevedore this morning		
3						commenced taking out ice		
4								
5								
6			Saturday "		3rd	Taking out ice all day		
7						fine and pleasant through		
8						the day not any stevedore to day		
9								
10								
11								
12								
1			Sunday "		4th			
2								
3								
4								
5	1882		Monday January 16			Second mate commenced work this morning		
6								
7			Tuesday "		17	Mate commenced work		
8								
9								
10								
11								
12								

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
---------	-----------	---------------	------------	---------------	-------------	------------	---------------	----------	-------------

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	day of	18
1			Thursday "		19th	one boy came on board		
2						and went to work		
3								
4			Saturday "		21	Commenced bending		
5						sails raising receiving		
6						stores and cotton carpenter		
7						came on board		
8			Monday		23	Finished bending sails		
9						put the 6th boy out		
10						and receiving cotton		
11								
12								
1			Tuesday		24	Finished loading		
2						Raining all day		
3								
4			Wednesday		25	All ready for sea with		
5						4302 Bales of cotton and		
6						stores on board		
7						Draft of water leaving the		
8						dock 18 ft 2 foreward and		
9						16 ft 11 ft 11 tug has		
10						Chamberlain came along side		
11						at one crew came on board		
12						and proceeded down river		

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
---------	-----------	---------------	------------	---------------	-------------	------------	---------------	----------	-------------

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	day of	18
1						At 8 PM get in foggy and		
2						anchored		
3								
4	1882		Thursday Jan		26	At 8 AM, hove up anchor		
5						and proceeded down the		
6						river 3 PM pilot came		
7						on board At 4 PM		
8						came to anchor outside		
9						the Petties wharves		
10						light sent royal yards		
11						down		
12								
1			Friday "		27	Light and baffling airs		
2						and foggy crew employed		
3						variously about decks		
4								
5								
6								
7								
8			Saturday "		28	Very foggy baffling airs		
9						getting choppy gear on		
10						floorsail to dry		
11								
12								

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
---------	-----------	---------------	------------	---------------	-------------	------------	---------------	----------	-------------

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	day of	18
1			Sunday Jan		29	At 5 AM wind shifted		
2						into the SE moderate		
3						sneez At 6 PM hove up		
4						anchor and made sail		
5						this ends my port log		
6								
7								
8								
9								
10								
11								
12								
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
---------	-----------	---------------	------------	---------------	-------------	------------	---------------	----------	-------------



From

New Orleans

towards

Havre France

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks.
1						At 8 <sup>30</sup> South Pass light
2						house bore NW set by
3						compass from which
4						take my departure two
5						messails came out the
6						same day fresh breeze
7						
8						
9						
10						
11						
12						
1						Chesail very tender
2						
3						
4						
5						
6						
7						
8						Day ends cloudy
9						
10						Pumps well attended
11						
12						

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
S 77 E	14	03-1	13-0	30 28	none	3 E	15	87-03	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks.
1	6		SE	NE		At 4 P.M. furled main
2	6					top gallant sail and flying
3	6					gib
4	6		SE by E			Shipping quantities of
5	6		SE by S	ENE		water on deck
6	6					
7	6					
8	6					
9	6					
10	6					
11	6					
12	6					
1	6		SE			At 8 P.M. wind shifted
2	6					into the southward wore
3	6					ship heading Eastward
4	6		South	SE		
5	6					Current setting SE which
6	6					allow 16 miles
7	6		SE by N			
8	6					
9	6					
10	6					
11	6					
12	6					

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
S 48 E	119	1-22	86-1	29-3	27 19	1/2 E	139	83-14	

From

New Orleans

towards

Havre France

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks.
1	6		SE by E	SE		
2	6					
3	6					
4	6		SE by E			This 24 hours comes in
5	6					with fresh breeze two
6	6		SE	SEW		spits in sight Bound
7	7					the same way
8	7					
9	7		SE by E			
10	6					
11	6					
12	6		SE by E			Midnight pleasant
1	7					wind steady
2	7					
3	7					
4	7		SE by E	South		
5	6					
6	6					
7	6					
8	6		SE	SEW		Latter part weather
9	6					hazy
10	6					
11	6					
12	6					Pumps Attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
S 49 E	146	1-35	110-3	25 44	25 52	1/2 E	2-04	83-10	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks.
1	6		SE	SEW		
2	6					
3	6					At 6 P.M. wind shifted
4	6					into the NW
5	6		SE by E	NW		At 7 P.M. moderate
6	6					Breeze made all sail
7	7					
8	7					
9	7					
10	7					
11	6					
12	6			North		Mid night wind changing
1	6					to the North and Eastward
2	6					
3	6					
4	6			NNE		
5	6					
6	6					
7	6		SE			
8	6					
9	6					
10	6					Latter part cloudy
11	6					
12	6					Pumps Attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
S 60 E	123	1-19	95-7	24 33	none	1/2 E	1 45	81 25	



From

towards

New Orleans

Havre France

From

towards

New Orleans

Havre France

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks.	day of	1882
1	5		S by E	E by N		This 24 hours comes in cloudy	Wednesday	February
2	5							
3	5							
4	5		S by E			Chas sails in sight heading the same way		
5	5							
6	5							
7	5							
8	5							
9	5		SSE			At 9 P.M. furled Top Gallant sails and flying		
10	5					Lib		
11	5		South					
12	5							
1	5							
2	5							
3	5							
4	5		SE			At 4 A.M. packed ship to the North and East		
5	5					ward set fore and main		
6	5					top Gallant sails and		
7	5					flying Lib		
8	5							
9	5		N by E					
10	5							
11	5							
12	5					Pumps Attended		

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks.	day of	1882
1	5		N by E			This 24 hours comes in with fresh breeze and pleasant weather	Friday	February
2	5							
3	5							
4	5		N by E	SE		Several sails in sight		
5	5							
6	5							
7	5							
8	5							
9	5		N by E					
10	5							
11	5		North East			Mid Night fresh breeze all sail set		
12	5					Current setting N 8 24 miles and North 36 miles		
1	5							
2	5							
3	5							
4	5							
5	5							
6	5							
7	5							
8	5							
9	5							
10	5							
11	5							
12	5							

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
S 52 E	66	40	32-0	23 53	23 38	2 E	57	80 28	

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 60 E	201	1-40	178-9	23-56	27 27	4 E	3 12	75-48	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks.	day of	1882
1	4		N by E	E by S		This 24 hours comes in with unsettled weather	Thursday	February
2	4							
3	4							
4	4		N by E			Several sails in sight		
5	4							
6	4		SSE					
7	4		SSE	East		At 6 P.M. packed ship		
8	4							
9	4							
10	4							
11	4							
12	4		S by E			Current setting S 1 E for which allow 36 miles		
1	4							
2	4							
3	4							
4	4							
5	4		S 1 E	SE		At 4 A.M. tacked to the North and Eastward		
6	4							
7	4							
8	4							
9	4		E by N	SSE				
10	4							
11	4							
12	4					Pumps Attended		

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 83 E	85	10	84-7	23 48	24 16	2 E	1-33	78 58	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks.	day of	1882
1	10		N by E	SE		This 24 hours comes in with fresh breeze	Saturday	February
2	10							
3	10							
4	10		N 82 E	West		At 1 P.M. furled the mainsail		
5	10							
6	10					At 3 P.M. furled T. & S. sails and snippen upper topsail		
7	10							
8	10							
9	10							
10	10							
11	10		S 1 E	N 1 W		At 12 M. squalls very heavy reefed fore and main upper		
12	10					topsail and set them		
1	10							
2	10							
3	10							
4	10							
5	10					At 8 A.M. more moderate set main sail and Lib		
6	10					At 11 A.M. reef out and set fore and main & S. sails		
7	10							
8	10							
9	10							
10	10							
11	10							
12	10							

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 49 E	180	1-57	136-9	29 24	29 13	—	2 35	73-08	



From

towards

New Orleans

Havre France

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, <i>Monday</i> day of <i>February</i> 1882
1	5		ENE	N by W		This 24 hours comes in pleasant
2	5					with the chains below and
3	5					anchors on the forecastle
4	5					sent fish tackle down
5	5					At 3 PM passed a fishing
6	5					Schooner
7	6					
8	6					
9	6					
10	6					
11	6					At 8 PM set mizzen top
12	6					Sail and flying
1	6		ENE	N by E		Sib
2	6					
3	6					
4	6					At 5 AM squally furl'd I
5	6					S. sails and flying Sib
6	6					
7	5					At 10 AM moderate set
8	5					fore and main & sails
9	5					
10	5					At 12 PM Tacked Ship to the
11	5					Northward
12	5					Pumps Attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
184 E	124	12	123-1	29 25	29 19	—	2 21	70 47	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, <i>Monday</i> day of <i>February</i> 1882
1	5		North			This 24 hours comes in pleasant
2	5					with moderate breeze
3	5					
4	5		N by E	ENE		
5	5					
6	5		North			
7	5					
8	5					
9	5					
10	5					Mid. Night winds light
11	5					and baffling
12	5					
1	5		N by E			
2	5					
3	5					Day light one schooner
4	5					in sight
5	5		N by E			
6	5					
7	5					All sail set
8	5					
9	5					
10	5					
11	5					
12	5					Pumps Attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
111 E	87	125	16-7	30 44	30 34	4 N	20	70 27	

From

towards

New Orleans

Havre France

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, <i>Tuesday</i> day of <i>February</i> 1882
1	5		NE			This 24 hours comes in
2	5					with moderate breeze
3	5					One sail in sight bound
4	5					the same way
5	6					
6	6					
7	7					
8	7					
9	7					
10	8					At 11:30 Passed a Brig clearing
11	8					Northward
12	8					
1	9	$\frac{1}{2}$				
2	9	$\frac{1}{2}$				At 3 AM passed a schooner
3	9	$\frac{1}{2}$				clearing
4	9	$\frac{1}{2}$				
5	9	$\frac{1}{2}$				
6	9	$\frac{1}{2}$				
7	9	$\frac{1}{2}$				Day ends pleasant with
8	9	$\frac{1}{2}$				fresh breeze
9	10					
10	10					
11	10					
12	10					Pumps well Attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
142 E	193	2-23	129-6	32 57	32 59	4 N	2 31	67 58	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, <i>Tuesday</i> day of <i>February</i> 1882
1	7		NE	SE		This 24 hours comes in
2	7					with fresh breeze
3	7					
4	7					At 4 PM windlass furl'd
5	7					mizzen top sail and upper
6	7					mizzen top sail and main
7	7					sail
8	7					
9	8		ENE			At 7 PM furl'd fore and
10	8					main & sail winds
11	8					baffling and squally with
12	8					heavy rain
1	8		NE	SE		
2	8					
3	8					At 2 AM winds more steady
4	8					set main & sail
5	8					
6	8					At 8 AM set fore & G sail
7	8					and mizzen upper top
8	8					sail day ends cloudy
9	9					
10	9					
11	10					
12	10					Pumps Attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
144 E	144	143	99-4	34 42	34 41	4 N	1-58	63-58	



From

towards

New Orleans

Harre France

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks.
1	11		N by E	SSW		At 3:30 PM Blowing heavy
2	11					furled fore & top sail At 7 PM
3	11					Blowing a gale furled main
4	11					& top sail reefed and furled the
5	11					upper topsails and reefed
6	11					and set the fore sail
7	10					Sharp lightning on the
8	9					westward
9	8					
10	8					Mid night very heavy
11	8					squalls with rain
12	8					
1	8					At 5 AM blowing a hurricane
2	8					furled fore lower top sail heavy
3	8					sea running shipping large
4	8					quantities of water decks
5	8					full vessel laboring and
6	8					straining heavily running
7	8		N E	W S W		under main lower top sail
8	8		E N E	West		and reefed fore sail
9	8					passed a bark going the same
10	8					way
11	8					Pumps well Attended
12	8					

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 51 E	218	2-15	169-8	36 56	36 31	2 W	3 30	62 28	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks.
1	8		East	N W		This 24 hours comes in
2	8					blowing a strong gale with
3	8					a heavy sea running.
4	8					Shipping large quantities
5	8					of water ship laboring
6	8					and straining heavily
7	8					running under reef fore
8	8					sail and main lower
9	8					top sail
10	8					
11	8					Mid night very heavy
12	8					squalls from the N. W.
1	8					with rain and hail
2	8					
3	8					
4	8					
5	8					
6	8					
7	8					
8	8					
9	8					
10	8					
11	8					
12	8					

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 51 E	187	20	186-1	36 31	36 19	1 W	3 53	68 85	

From

towards

New Orleans

Harre France

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks.
1	8		N by E	N W		This 24 hours comes in with
2	8					strong gales and heavy squalls
3	8					from the Northward shipping
4	8					large quantities of water on deck
5	8					
6	8					Mid night squalls not so
7	8					heavy set fore lower top sail
8	8					
9	8					
10	8					
11	8					
12	8					
1	8					At 7 AM more moderate
2	8					set mizzen lower top sail
3	8					and braced up on the port
4	8					lack
5	8					
6	8					At 12 noon set fore and
7	8					main reefed upper top sail
8	8					and reefed main sail
9	8					
10	8					Latter part moderate
11	8					
12	8					Pumps Attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 62 E	118	86	104-4	35 23	35 11	14 W	2-9	56 20	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks.
1	4		N by E	N E		This 24 hours comes in
2	4					with moderate and
3	4					battering winds
4	4					
5	4					
6	4					
7	4					
8	4					
9	4					
10	4					
11	4					
12	4					
1	4					
2	4					
3	4					
4	4					
5	4					
6	4					
7	4					
8	4					
9	4					
10	4					
11	4					
12	4					

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 71 E	43	14	40-3	34 57	—	14 W	49	53-37	



From

New Orleans

towards

Havre France

From

New Orleans

towards

Havre France

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Monday day of February 1882
1	2		E by S South			Ship 24 hours comes in with light breeze All sail set
2	2					
3	3					
4	3					
5	3					
6	3					
7	4					
8	4					
9	6					
10	6					
11	7					Mid Night cloudy & squally
12	7			SSW		
1	7					
2	7					
3	7					
4	7					Latter part fine Breeze Pumps attended
5	7					
6	7					
7	7					
8	7					
9	7					
10	7					
11	7					
12	7					

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 62 E	134	62-2	118-2	35-39	35-28	13 W	2-16	53-21	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Tuesday day of February 1882
1	7	$\frac{1}{2}$	E by S SSW			Ship 24 hours comes in with fresh breeze
2	7	$\frac{1}{2}$				
3	7	$\frac{1}{2}$	E N E			
4	7	$\frac{1}{2}$				
5	7	$\frac{1}{2}$				
6	7	$\frac{1}{2}$				
7	9					At 12 M furled T. S. Sails and mainsail
8	9					
9	9					
10	9					
11	10					
12	10					At 7 A M set main & g sail
1	10					
2	10					
3	10					
4	10					
5	10					Day ends with strong Breeze and rainy Pumps Attended
6	10					
7	10					
8	10			W S W		
9	10					
10	10			E N E		
11	10					
12	10					

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 53 E	201	2-00	161-0	37-28	none	13 W	3-19	50-02	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Wednesday day of February 1882
1	8	$\frac{1}{2}$	E N E	SW		Ship 24 hours comes in with strong breeze
2	8	$\frac{1}{2}$				
3	8	$\frac{1}{2}$				
4	8	$\frac{1}{2}$				
5	7					
6	7					At 4 P M furled main & g. sail fore upper topsail and reefed main upper topsail and fore sail
7	7					
8	7					
9	7		E by S	N E	$\frac{1}{2}$	
10	7					
11	7					At 7 P M furled main upper topsail mizzen lower topsail and foresail blowing a gale
12	7					
1	7					
2	7					
3	7					
4	7			North		At 9 P M wind jumped into the N E At 12 M set reefed fore sail fore and main upper topsail and mizzen lower topsail very squally
5	7					
6	7					
7	7					
8	7					
9	7		E S E			At 8 A M reef out of fore sail and set reefed mainsail
10	7					
11	7					
12	7					
1	7					
2	7					Day ends squally Pumps Attended
3	7					
4	7					
5	7					
6	7					
7	7					
8	7					
9	7					
10	7					
11	7					
12	7					

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 69 E	127	1-05	109-5	38-33	38-29	2 W	2-19	47-43	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Thursday day of February 1882
1	6		E by S	N E		Ship 24 hours comes in with strong breeze and puffy
2	6					
3	6					
4	6					
5	6					
6	6					
7	6					At 6 A M passed a Bark heading westward
8	6					
9	6					
10	6					
11	6					
12	6					At 8 A M reef out of main sail
1	6					
2	6					
3	6					
4	6					
5	6					Day ends with strong Breeze and rainy Pumps Attended
6	6					
7	6					
8	6					
9	6					
10	6					
11	6					
12	6					

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 88 E	121	10-9	119-5	38-39	38-42	2 W	2-31	45-12	



From		towards									
New Orleans		Havre France									
H.	K.	1/2 K.	Courses.	Winds.	Leeway.	Remarks.	day of	February	1882		
1	4		SE by E	NNE		Ship 2 1/2 hours comes in with fresh breeze and puff	Friday	17			
2	4										
3	4										
4	4		SE 4 E								
5	4					At 8 P.M. more moderate					
6	4										
7	4										
8	4		SE by S								
9	3					At 10 P.M. more ship heading northward					
10	3		North	ENE							
11	2										
12	2										
1			Calm			Mid Night calm					
2											
3											
4											
5			ENE SH			At 8 A.M. set upper topsails and fore and main					
6											
7	1										
8	1										
9	2					Pumps attended					
10	2										
11	4										
12	4										

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
1830	45	5	44-1	3844	3845	2 1/2 N	36	4426	

H.	K.	1/2 K.	Courses.	Winds.	Leeway.	Remarks.	day of	February	1882		
1	6		ENE	SE		At 4 P.M. breeze freshening furled mainsail and fore S. S. sail	Saturday	18			
2	6										
3	6										
4	6										
5	6					At 7 P.M. furled main & sail and mizzen upper topsail					
6	6										
7	6										
8	6		South								
9	6					At 8 P.M. reefed and furled the fore and main upper topsail fore sail and furled mizzen					
10	6										
11	0		SE								
12	0										
1	5					Chopping a gale with heavy squalls					
2	5										
3	5										
4	5		East	NNE							
5	5					At 4 P.M. wind jumped into the Northward with heavy rain					
6	5										
7	5										
8	5										
9	5					At 8 A.M. heavy beam sea shipping large quantities of water on deck					
10	5										
11	5										
12	5		North								

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
149E	130	1-25	98-0	4010	—	2 1/2 N	2-06	4220	

From		towards									
New Orleans		Havre France									
H.	K.	1/2 K.	Courses.	Winds.	Leeway.	Remarks.	day of	February	1882		
1	4		E by S	North		This 24 hours comes in more moderate	Sunday	19			
2	4										
3	4										
4	4										
5	4					At reefed fore and main upper topsails whole foresail and reefed mainsail					
6	4		SE	NNE							
7	4		E by S								
8	4										
9	4					Mid night winds puff and baffling					
10	4										
11	4		E by S								
12	4										
1	4		E by S								
2	4										
3	4										
4	4										
5	5	1/2									
6	5	1/2									
7	5	1/2									
8	5	1/2									
9	5	1/2				Day ends cloudy					
10	5	1/2									
11	5	1/2									
12	5	1/2									

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
1848	107	12	106-3	4022	—	2 1/2 N	2-16	4034	

H.	K.	1/2 K.	Courses.	Winds.	Leeway.	Remarks.	day of	February	1882		
1	4		SE	NNE		This 24 hours comes in cloudy	Monday	20			
2	4										
3	4										
4	4										
5	4					At 8 P.M. heavy swell coming in from the Eastward					
6	4										
7	4										
8	4										
9	4										
10	4										
11	4										
12	4										
1	4		E by S	North		At 8 A.M. reef out of fore and main topsail and mainsail					
2	4										
3	4										
4	4										
5	3										
6	3										
7	3										
8	3										
9	4		SE	NNE							
10	4										
11	4										
12	4										

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
176E	90	22	87-9	4044	—	2 1/2 N	1-36	38-8	



From

towards

New Orleans

Havre France

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Tuesday day of February 1882
1	3		ESE	NNE		This 24 hours comes in with moderate breeze
2	3					
3	3					
4	3					
5	3					
6	3					
7	3					
8	3					
9	3					
10	3					
11	3					
12	3					
1	3			NNE		heavy swell from the East and south East
2	3			SE		
3	3					
4	3					
5	3			NNE		
6	3					
7	3					
8	3					
9	3					
10	3					
11	3					
12	3					

heavy swell from the East and south East

light breeze light and baffling

Later part squally pumps attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 73 E	72	32	49.5	41.36		2 1/2 N	1 06	37.02	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Wednesday day of February 1882
1	3		East	North		This 24 hours comes in squally
2	3					
3	3					
4	3					
5	3					
6	3					
7	3					
8	3					
9	3					
10	3					
11	3					
12	3					
1	3					
2	3					
3	3					
4	3					
5	3					
6	3					
7	3					
8	3					
9	3					
10	3					
11	3					
12	3					

This 24 hours comes in squally At 1 P.M. furled main & sails and mizzen upper topsail

At 8 P.M. reefed upper topsails squally

At 6 A.M. reef out of topsails and set main top Gallant sail heavy swell from the Eastward

Day ends bloody pumps attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 30 E	83	53	63.0	42.29		2 1/2 N	1.25	85.37	

From

towards

New Orleans

Havre France

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Thursday day of February 1882
1	4		ESE	West		This 24 hours comes in thick and rainy
2	4					
3	4					
4	4					
5	4			SE		
6	4					
7	4					
8	4					
9	4					
10	4					
11	4					
12	4					
1	4					
2	4					
3	4					
4	4					
5	4					
6	4					
7	4					
8	4					
9	4					
10	4					
11	4					
12	4					

This 24 hours comes in thick and rainy

At 8 P.M. sharp lightning in the Southward with thunder and rain

At 4 A.M. wind shifted in the NW

At 7 A.M. reef out of topsails set & reefed fore sail and main & sail At 10 A.M. passed a black iron buoy marked S 2 E 10 5-3 with a long pole on the top Later part ends squally pumps attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 79 E	59	1-17	58-4	43-40	41-42	2 1/2 N	1 20	34 17	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Friday day of February 1882
1	7	1/2	ESE	NNE		This 24 hours comes in with moderate breeze and unsettled weather
2	7	1/2				
3	7	1/2				
4	7	1/2				
5	7	1/2				
6	7	1/2				
7	7	1/2				
8	7	1/2				
9	6	1/2				
10	6	1/2				
11	6	1/2				
12	6	1/2				
1	6	1/2				
2	6	1/2				
3	6	1/2				
4	6	1/2				
5	6	1/2				
6	6	1/2				
7	6	1/2				
8	6	1/2				
9	6	1/2				
10	6	1/2				
11	6	1/2				
12	6	1/2				

This 24 hours comes in with moderate breeze and unsettled weather

At 10 P.M. comes in squally with rain and sheet sharp lightning in the NW furled main & sail

At 5 A.M. very heavy squalls from the NW & furled the upper topsails fore sail and mizzen lower topsail

At 8 A.M. sea getting up of water on deck

Day ends squally pumps attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 43 E	169	2-03	113-9	43-30		2 1/2 N	2-36	31 41	



From

towards

New Orleans

Havre France

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	day of	1882
1	8		SE	W			Saturday	25 February
2	8							
3	8							
4	8							
5	8		East					
6	8							
7	8							
8	8							
9	8							
10	8							
11	8							
12	8							
1	8	$\frac{1}{2}$		West				
2	8	$\frac{1}{2}$						
3	8	$\frac{1}{2}$						
4	8	$\frac{1}{2}$	SE					
5	8	$\frac{1}{2}$						
6	8	$\frac{1}{2}$		W				
7	8	$\frac{1}{2}$						
8	8	$\frac{1}{2}$						
9	8	$\frac{1}{2}$						
10	8	$\frac{1}{2}$						
11	8	$\frac{1}{2}$						
12	8		East	W				

Ships 24 hours comes in with strong gale and heavy squalls with hail heavy sea running

Pressail laboring and straining heavily shipping large quantities of water on deck

Running under two lower topsails

Pumps well attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
1620	188	128	166-0	45-18	45-00	23 W	353	2746	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	day of	1882
1	7		East	W			Sunday	26 February
2	7							
3	7							
4	7							
5	7							
6	7							
7	7							
8	7			W				
9	7	$\frac{1}{2}$						
10	7	$\frac{1}{2}$						
11	7	$\frac{1}{2}$						
12	7	$\frac{1}{2}$						
1	7							
2	7							
3	7							
4	7			W				
5	7							
6	7							
7	7							
8	7							
9	7							
10	7							
11	7							
12	7			North				

Comes in with strong gale and heavy sea running shipping quantities of water on deck

At 7 P M more moderate sea going down made sail

Day ends cloudy with light air

Pumps Attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
145	114	124-4	46-14	—	23 W	23-9	2437		

From

towards

New Orleans

Havre France

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	day of	1882
1	1		SE	SE			Monday	27 February
2	1							
3	1							
4	1							
5	1		Calu					
6	1							
7	2		W	W				
8	2							
9	2							
10	2							
11	2							
12	2							
1	2		W	W				
2	2							
3	2							
4	2							
5	2		West	W				
6	2							
7	2		East					
8	7							
9	7	$\frac{1}{2}$						
10	7	$\frac{1}{2}$						
11	8							
12	8							

Comes in with light air and calm and cloudy weather

At 4 P M reefed the upper topsails and foresail

At 6 P M furled upper topsails foresail and mizzen lower topsail

At 12 M blowing a gale with very heavy squalls heavy beam sea pressail straining and laboring heavily shipping large quantities of water on deck

At 7 A M kept her off her course set whole foresail reefed topsails and mizzen lower topsail

Pumps Attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
1480	13	9	15-2	46-23	46-7	3 W	22	2425	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	day of	1882
1	8		East	W			Tuesday	28 February
2	8							
3	8							
4	8							
5	8							
6	8							
7	8							
8	8							
9	8							
10	8	$\frac{1}{2}$						
11	8	$\frac{1}{2}$						
12	8	$\frac{1}{2}$						
1	8							
2	8							
3	8							
4	8							
5	8							
6	8							
7	8							
8	8							
9	8							
10	8							
11	8							
12	8							

This day comes in with strong gale heavy squalls with hail and rain

Pressail laboring and straining heavily heavy sea running shipping large quantities of water on deck

Day ends with not any change

Pumps Attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
1560	178	130	164-6	47-57	—	3 W	345	2040	



From

New Orleans

towards

Havre France

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Wednesday day of March 1882
1	8		E 2 N	N N W		Comes in with strong gales and squally with hail and rain
2	8					
3	8					
4	8					
5	8		"			
6	8					
7	8					Passail laboring and straining heavily
8	8		"	"		
9	8					
10	8					Shipping large quantities of water on deck
11	8					
12	8					
1	8					
2	8					
3	8					
4	8					
5	8		E 2 S	"		A: 8 A.M. gale increasing reefed foresail and set it
6	8		"			
7	8		"			
8	8		"			
9	8		E 2 N	"		
10	8					
11	8					
12	8					Pumps well attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 58 E	198	1-46	168-7	49-43	—	2 1/2 N	4-17	16-23	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Thursday day of March 1882
1	7	1/2	E 2 N	N N W		This 24 hours comes in with strong gales and heavy squalls
2	7	1/2				
3	7	1/2				
4	7	1/2				
5	7					
6	7					A: 1 P.M. gale freshening furled upper topsails and mizzen lower topsail
7	7					heavy beam sea
8	7					
9	7		E by S			
10	6		E 2 N	North	3 P	Shipping quantities of water
11	6					
12	6					
1	5					
2	5					
3	5					
4	5					
5	5					
6	5					
7	5					Latter part squally not so heavy set mizzen lower topsail
8	5					
9	5		East	N N E		
10	5					
11	5					
12	3					Pumps Attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 58 E	128	38	1194	50 11	48 48	2 1/2 N	3-06	13 17	

From

New Orleans

towards

Havre France

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Friday day of March 1882
1	2		East North	3 P		Comes in more moderate squalls not so heavy
2	2					
3	2					
4	3					
5	3					
6	3					A: 8 P.M. set fore and main upper topsail and main sail
7	3					
8	4		E by N		2 P	
9	4					
10	4					
11	4					A: 4 P.M. reefs out of topsails and foresail
12	4					
1	3 1/2					
2	3 1/2					
3	4					Day light a bark on our lee quarter bound the same way
4	5		E by N			
5	5					
6	5					
7	5					
8	5		East North			
9	5					Latter part all sail set
10	5					
11	6					
12	6					Pumps Attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 70 E	97	33	91-4	49 21	49 14	2 1/2 N	1-03	12-14	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks, Saturday day of March 1882
1	7		East N W			This 24 hours comes in with moderate breeze with light rain squalls
2	7		E by S			
3	7	1/2	E by S			
4	7	1/2				Put both anchors in the shoe and got 75 fathom up on both chains
5	7					
6	7					
7	6					
8	6					
9	5					
10	5					
11	5					
12	5					
1	5			N N W		
2	5					
3	5					
4	6					
5	6					
6	6					Latter part comes in rainy two vessels ahead clearing the same way
7	8		SSE			
8	8					
9	8					
10	8					
11	9		E by S	N by S		
12	9					Pumps well Attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 79 E	159	50	166 5	49 44	—	2 1/2 N	4 04	8 10	



From

towards

New Orleans

Havre France

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	day of	18
1	8		E by S	W by S			Sunday	March 1882
2	8		E by S	W by S				
3	8		E by S	W by S				
4	8		E by S	W by S				
5	8		E by S	W by S				
6	8		E by S	W by S				
7	8		E by S	W by S				
8	8		E by S	W by S				
9	8		E by S	W by S				
10	8		E by S	W by S				
11	8		E by S	W by S				
12	8		E by S	W by S				
1	8		E by S	W by S				
2	8		E by S	W by S				
3	8		E by S	W by S				
4	8		E by S	W by S				
5	8		E by S	W by S				
6	8		E by S	W by S				
7	8		E by S	W by S				
8	8		E by S	W by S				
9	8		E by S	W by S				
10	8		E by S	W by S				
11	8		E by S	W by S				
12	8		E by S	W by S				

This 24 hours comes in heavy with light rain squalls

At 2 P.M. passed several vessels bound to the South and westward

Day light several fishing vessels in sight

Pumps well attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
N 70 E	177	59	167-7	50 43	49 56	2 2 W	3 38	4 32	

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	day of	18
1							Monday	March 1882
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								

Havre Courses

At 1 P.M. made the cables on our starboard bow

At 12 M. the cable hauled bore S W by S

At 4 A.M. Pilot came on board

At 12 noon tug boat gave us her hawsers and at 1 P.M. came into dock collision with pier head continued with this day ends with 26 hours

Pumps Attended

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
---------	-----------	---------------	------------	---------------	-------------	------------	---------------	----------	-------------

From

towards

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	day of	18
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								

As the ship coming up to dock very fast the tug gave orders to stop for tug boat to slow down which order pilot gave to boat m. - feeding orders, consequently ship striking pier head & braking anchor and damaging ship's bow at the time full sail was clewed up and little or no wind. Said damage could have been avoided if tug boat had obeyed orders

J. P. Allen  
mate of Ship Scotia

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
---------	-----------	---------------	------------	---------------	-------------	------------	---------------	----------	-------------

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	day of	18
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon. by Ob.
---------	-----------	---------------	------------	---------------	-------------	------------	---------------	----------	-------------



From

towards

List of Stores used on Board from Havre

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	day of	18
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								

Course. Distance. Diff. of Lat. Departure. Lat. by D. R. Lat. by Ob. Variation. Diff. of Lon. Lon. in. Lon. by Ob.

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	day of	18
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								

Course. Distance. Diff. of Lat. Departure. Lat. by D. R. Lat. by Ob. Variation. Diff. of Lon. Lon. in. Lon. by Ob.

From

towards

From Brewer Village towards New Orleans

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	day of	18
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								

Course. Distance. Diff. of Lat. Departure. Lat. by D. R. Lat. by Ob. Variation. Diff. of Lon. Lon. in. Lon. by Ob.

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	day of	18
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								

Course. Distance. Diff. of Lat. Departure. Lat. by D. R. Lat. by Ob. Variation. Diff. of Lon. Lon. in. Lon. by Ob.



From

towards

List of Stores used on Passage from

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	day of
1			New Orleans			towards Havre	
2						When Opened	
3							
4			Feb 27 <sup>th</sup>			1 Bbl of Flour	
5			March 15 <sup>th</sup>			1 " " Speck, rice oakmeal	
6						sugar 1 half Bbl of meal	
7			" 11			1 " " Codfish	
8			" 12			1 " " Bread	
9			" 16			1 " " Beef	
10			" 22			1 " " Bread	
11			" 23			1 " " Flour	
12			" 26			1 " " Bread	
1			" 23			1 " " Pork	
2			" 29			1 " " Mack	
3			" 31			1 " " Bread	
4			April 7			1 " " Bread	
5						1 " " Sugar	
6			13 <sup>th</sup>			1 Bbl " Bread	
7						1 " " Beef	
8			" 14			1 Bbl " Flour	
9							
10							
11							
12							

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon.
---------	-----------	---------------	------------	---------------	-------------	------------	---------------	----------	------

H.	K.	$\frac{1}{2}$ K.	Courses.	Winds.	Leeway.	Remarks,	day of
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. in.	Lon.
---------	-----------	---------------	------------	---------------	-------------	------------	---------------	----------	------



H.

1

2

3

4

5

6

7

8

9

10

11

12



